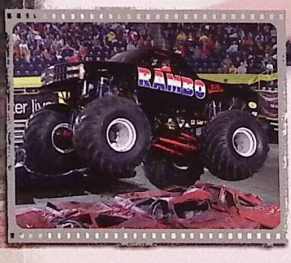
United States HOT ROD Association

Official Souvenir Yearbook

2002



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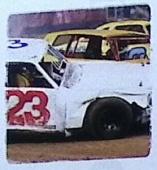
to the very best in all terrain family entertainment! It is our privilege to be able to perform for you today. You have taken time out of your busy lifestyle to be with us, and we truly appreciate it. In today's world, there are three things that drive us: Friends, Family, and Freedom. We love to see Friends and Families enjoy the world-class entertainment that our events provide, and Freedom makes it possible for us to bring them to you.

The United States Hot Rod Association has brought to you all the excitement, thrills, and pure spectacle of motor sports for nearly 25 years. From the heart-stopping moments of our thrill acts to the thunderous roar of our Monster Truck superstars, we have been there from the very start. And not only have we provided you the most Monster Truck coverage, but also the best. At one point or another over the last fifteen years, we have been fortunate to bring you the USHRA on television, and this year is no exception. Follow all your Monster Truck favorites on an all-new Monster Jam television show, now in its fourth season on TNN, as they compete to be part of the largest Monster Truck event in history: the Monster Truck World Finals 3 from Las Vegas. If you can't be there live, then be sure to catch all the action on Pay-Per-View. Also, don't forget to get all the results from the latest Monster Jam events online at www.ushra.com.

Also this year, we need your help to celebrate a very special birthday: the Twentieth Anniversary of Grave Digger. For the past two decades, no Monster Truck has been more feared by fellow racers, more dominant in competitions, and more loved by fans than the Digger. (See pages 26-31 for all the details.)

We believe that the best way to earn your loyalty and keep you coming back is by producing the best motor sports show on the planet. We would like to thank you not only for being here, but also for being a part of everything that is good in the world today.

God Bless America and enjoy the show!



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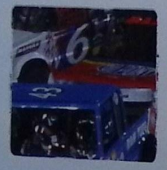

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USHRA NEWS

United States Hot Rod Association

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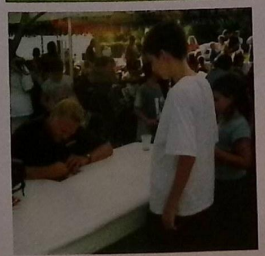
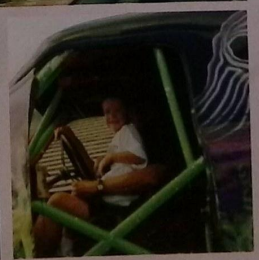
REGISTER TO BE A GRAVEDIGGER.COM MEMBER AND YOU MIGHT...

WIN A GRAVE DIGGER BLOCK PARTY

Imagine the legendary Grave Digger monster truck parked in YOUR driveway, in your hometown. Next imagine, a party at your house with Dennis Anderson and catering for 50 of your closest friends. Five-year old Grave Digger fan, Taylor Tindall, the 2nd Annual Grave Digger Block Party Winner, experienced all of this on Thursday, August 23, 2001. Digger fans that came to the Tindall Family Block Party in Florida received a delicious meal, an autographed 8x10 picture, and a chance to sit in the cab of Grave Digger. Dennis entertained everyone with his Grave Digger stories, he answered question after question and made lots of new friends. The Tindall family was very grateful and said that the Grave Digger Block Party was the best thing that had ever happened to them. Make sure to visit gravedigger.com and register for your chance to win the 2002 Grave Digger Block Party.

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Contest Rules: One entry per person. Contest void where prohibited by law. No purchase necessary. One grand prize winner will be selected and announced the week of July 30, 2002. Date of Block Party to be mutually agreed upon by Clear Channel Entertainment - Motor Sports and contest winner. Odds of winning are dependent upon total number of entries received. Employees of CCE - MS, event participants, competitors, venue employees and/or sponsors of CCE - MS Inc. are not eligible to win.

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USHRA NEWS

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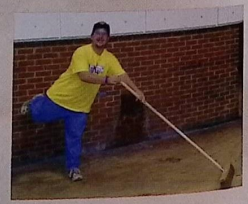
How to become a USHRA Club Member



When you arrive at a USHRA Monster Jam or Thunder National event, did you ever stop to think who painted the cars, who hung all those banners or who put up all the colorful plastic? Most of the time, it's people like you who are members of a volunteer 4x4 club, car club or other such organization. Imagine getting the chance to work behind the scenes at a Monster Jam or Thunder Nationals! You have a chance to see what it takes to "get the job done" and take pride in seeing your work on display in front of thousands. It can be hard, but rewarding work. Club members with motor sports background are frequently tabbed as corner flagmen for quad wars, Pro-Arena races and to assist in the changeover between show elements. Plus, you'll get to meet the monster truck drivers and become a part of the most exciting event in town.

Opportunities for involvement still exist at Monster Jam and Thunder National events across the country. We are always looking for new ideas for show elements. If your truck club is interested, or even if you and a group of friends are avid motor sports fans, contact the USHRA by phone at 630-566-6100 or email to info@ushra.com to get more details.

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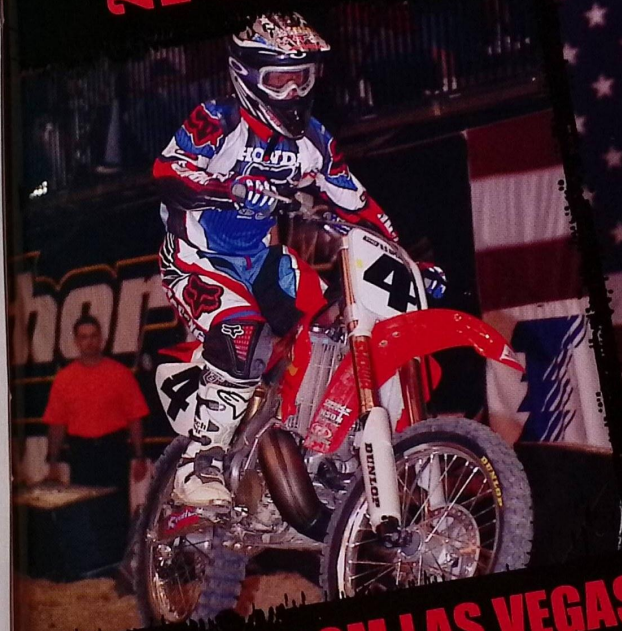

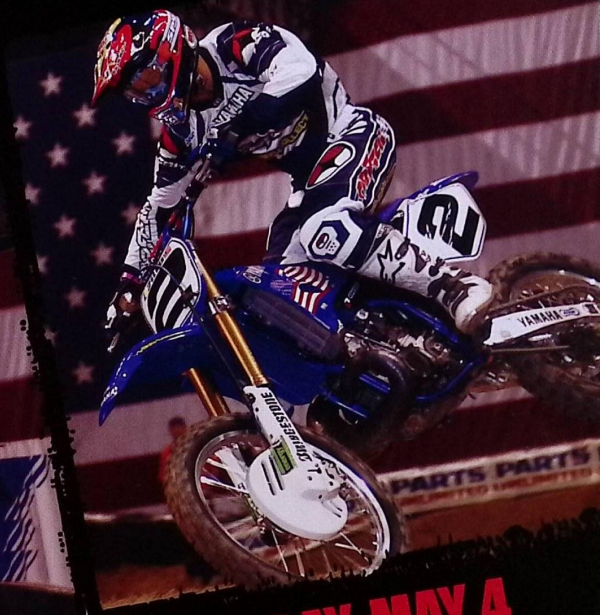

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The Best of 2001 USHRA Monster Jam

By TNN Announcer Scott Douglass

There's no doubt that the 2001 season was the greatest ever in Monster Truck racing history. There were so many amazing performances, so many breakthrough moments, and so much excitement at every stop on the Monster Jam tour. So as we look to raise the bar and watch the sport rise to new heights in 2002, let's first take a look back at what I thought were the greatest moments and performances of 2001:

The 2001 award trophies

Team Goldberg driver Tom Meents shows off his trophies from the 2001 World Finals

DRIVER/TEAM OF THE YEAR, RACING DIVISION

1) *Tom Meents (Goldberg)* - Once again the King of the racing hill, Meents may have actually been better in 2001 than during his amazing season in 2000. Sure there were a few high profile head-to-head losses along the way, but with every team gunning for him he rose to the occasion to win both the racing points and the world finals. Truly a deserving World Champion.

2) *Dennis Anderson (Grave Digger)* - The only driver other than Meents to win multiple race events during the season by grabbing a pair of victories. Not yet back to the top of the sport, but he has clearly rebounded from the disappointments of the 1999-2000 campaign. He proved that this icon isn't done yet. Despite a second straight early round defeat at the World Finals, Anderson was clearly the runner-up in this category. Honorable mentions also go out to: Brian Barthel (Wolverine), Lyle Hancock (Blue Thunder), and Scott Hartsock (Gunslinger).

DRIVER/TEAM OF THE YEAR, FREESTYLE DIVISION

1) *Meents (Goldberg)* - All you need to say is, "spectacular."

Watching Meents and Anderson continue to raise the bar in freestyle is seeing two all-time greats in their prime, like boxing fans reveling in another Ali-Frazier fight. Like best friends they push each other and bring out the best in one another. While the competition between the two was incredibly close, Meents won or tied for first in 9 of the 12 freestyles that made up the TNN season, including grabbing the World Championship in Las Vegas.

2) *Anderson (Grave Digger)* - Dennis was awesome most of the time, but had a couple of sub-par performances. He took a strange hit that broke his seat affecting his confidence and cutting his run short at the Silverdome, which cost him valuable points. Still, another outstanding year of freestyles from the inventor of freestyle. Honorable mentions go out to: Jim Koehler (Avenger), Tony Farrell (Sting), and Madusa (Madusa).

UPSET OF THE YEAR

1) *John Seasock (Sudden Impact) over Meents (Goldberg) in Houston.* Seasock continues to work and gain on the big boys. His no excuses, straight up win over the champ in early February rates as one of the years greatest races, and spotlighted Seasock's coming of age.

2) *Pablo Huffaker (Blacksmith) over Dennis Anderson (Grave Digger) in Las Vegas.* Talk about a dream match-up. The original Grave Digger shoe matched against the man who has become famous piloting a second Grave Digger, mostly out west. Huffaker wanted this one bad, and he got it.

The Director of monster truck booking, Keith Speller presents the Sportsman of the Year Award to John Seasock and Jim Koehler

MOST IMPROVED DRIVER - RACING

1) *Brian Barthel (Wolverine)*
A year ago he was a crewmember helping out in the pits at the World Finals I and in 2001 he was perhaps one flooded starting lane away from winning the World Finals II. When the water began gushing in Vegas and forced the shortening of the course, Barthel was the one hurt most. On the longer course he had been faster than everyone, even Meents, all night. Add to that his impressive victory over Meents in the Metrodome, and it's clear that the Marvel Comics sponsored machine earned this award.

2) *John Seasock (Sudden Impact)*
Seasock has gone from an up and coming, middle of the pack, driver to one of the top contenders week in and week out. John picked up several non-televised wins in recent years, and it's probably only a matter of time until he gets on the winners stage at a TNN televised event. Honorable mentions to: Madusa (Madusa), Dan Evans (Destroyer) and Jim Jack (Reptoid).

MOST IMPROVED DRIVER - FREESTYLE

1) *Madusa (Madusa)*
She has, in a very short time, become a sensational freestyler. She learned well from Anderson and Hancock, and she seems to have no fear. She is a consistent threat, and it won't surprise me if the television audience this coming season sees an event or two where she walks on stage as the winner of a freestyle event.

2) *Joe Cypher (Airborne Ranger)*
I've seen Ranger Joe in action off and on for several years, and his improvement is remarkable. You can tell Joe studies the masters and incorporates the best of others into his own style. He has learned better than most that momentum is a key to a strong freestyle. His donuts are top shelf. Honorable mention: Jim Koehler (Avenger), Tony Farrell (Sting) and Alan Pezo (Predator).

ROOKIE OF THE YEAR

1) *Steve Reynolds (Bulldozer)* Reynolds showed lots of potential and had several impressive performances in the big bull, and he looks like a driver with a very bright future.

2) *Jill Canuso (Wrenchead.com)* Even though she was only at one event on the TNN Monster Jam 2001 circuit, that one freestyle performance in Las Vegas was so special that she has to be listed among the top rookies. Watch out for this former sprint and midget car racer in 2002!

ROLLOVER/CRASH OF THE YEAR

1) *Eldon Depew (Bulldozer)*
I have never.....NEVER.....seen a Monster Truck leap as high as Depew did in the big bull when he climbed the school bus pyramid in Pontiac, exploding into the air, then nose diving onto the Silverdome floor. If we were giving a high jump, or hang-time award, he'd get those too.

2) *Pablo Huffaker (Blacksmith)*
I still can't believe his Vegas rollover when he landed on top of the wall protection barricades. I must have watched the replay a hundred times.

FREESTYLE PERFORMANCE OF THE YEAR

1) *Jill Canuso (Wrenchead.com -- Las Vegas)* This was one of the

toughest categories for me to decide on because there were just so many sensational performances. All of the USHRA competitors just keep raising the bar so high, you wonder what they can come up with next. I only saw Jill once during the 2001 season. But that one time, her incredible performance at the Las Vegas World Finals II was so awesome that she gets the nod here. She wowed the crowd and the pay-per-view audience with a freestyle that put her in serious contention for the World Championship. No one there expected it from her that night. I'll admit I didn't. Even her mentor, Lyle Hancock, was left speechless.

2) *Tom Meents (Goldberg - Indianapolis)* Meents cut one of the greatest freestyles he's ever laid down in the Goldberg machine. Huge air, hitting obstacles from every angle, and then being the only truck to fly up the first motocross mountain and soar some 70 feet or more to the landing of the second mountain! Then Meents capped off the performance by climbing the van pyramid, sitting the truck straight up on the pyramid with the nose skyward, before the truck flipped backwards onto it's roof. It was an incredible freestyle.

MOST LIKELY TO BREAK INTO THE WINNERS CIRCLE IN 2002 (Drivers who did not win a televised event in 2001)

1) *Scott Hartsock (Gunslinger)* Hartsock probably would have been able to grab a win somewhere last season had he not missed several events to debut a new truck out west. If he's back on TNN each week this year, you'll likely see him on stage as the event winner somewhere.

2) *Gary Porter (Spider-man)* Porter hopped into several trucks as a true hired gun this year. Whatever he drives in 2002 I look for him to be grabbing some victories. Porter's always been a winner

BEST NEW TRUCK

1) *Wolverine*
Brian Barthel grabbed a win in the new Marvel Comics truck in Minneapolis and had a great chance in Las Vegas.

2) *Built Ford Tough Blue Thunder*
Lyle Hancock won his TNN debut in the truck, and finished the season a close second to Meents in the World Championship race.

BREAKTHROUGH PERFORMANCE OF THE YEAR

1) *Jill Canuso (Wrenchead.com - Las Vegas)*
We all know who she is now.

2) *John Seasock (Sudden Impact - Houston)*
Beating Meents straight-up showed everyone that this team is a serious contender.

We could go on and on about the special moments that made 2001 so incredible, but instead, it's now time to watch the superstars of the sport in action as they all strive to top what they did last year and make 2002 even greater. And when they do that, the real winner is every fan in the seats, and those watching at home.

2001 Banquet Award Winners

Crash Madness Award
Eldon Depew - Bulldozer from Pontiac

Sportsmen of the Year
John Seasock
Jim Koehler

World Racing Champion
Tom Meents

World Freestyle Champion
Tom Meents

Rookie of the Year
Steve Reynolds - Bulldozer

Above: Jill Canuso in Wrenchead.com
Below: Brian Barthell in Wolverine

USHRA NEWS
United States Hot Rod Association
ushra.com Volume 3 2002

DON'T MISS THE PIT PARTY!

Meet the men and women behind the machines

Over 12,000 USHRA fans came to the largest pit party of the year at the Minneapolis Metrodome in January.

11,500 of our friends down south in Atlanta packed the Georgia Dome for their pit party, also in January.

The pit party should really be named a "Fan Appreciation Party." The drivers of the U.S. Hot Rod Association know that the most important element of the event is our fans. That's right - the fans! Without you, the sport would not, or could not continue to grow each year as millions of people across the country pack stadiums and arenas.

In an effort to have a chance to meet as many fans as possible, the drivers each weekend are available to sign autographs, take pictures, or answer questions at pit parties. Every driver displays their vehicle and is solely there for you - the fans. Opportunities like this are unparalleled in any other sporting event such as NFL, MLB and NBA games, or other motor sports events like NASCAR, IRL or NHRA. The drivers appreciate your support and this is their "thank you" to you for coming out to USHRA events. For information on pit parties in your area, visit us online at ushra.com/pitparty.asp.

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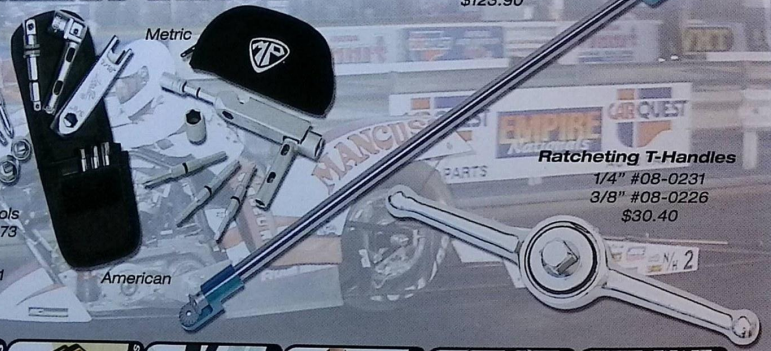

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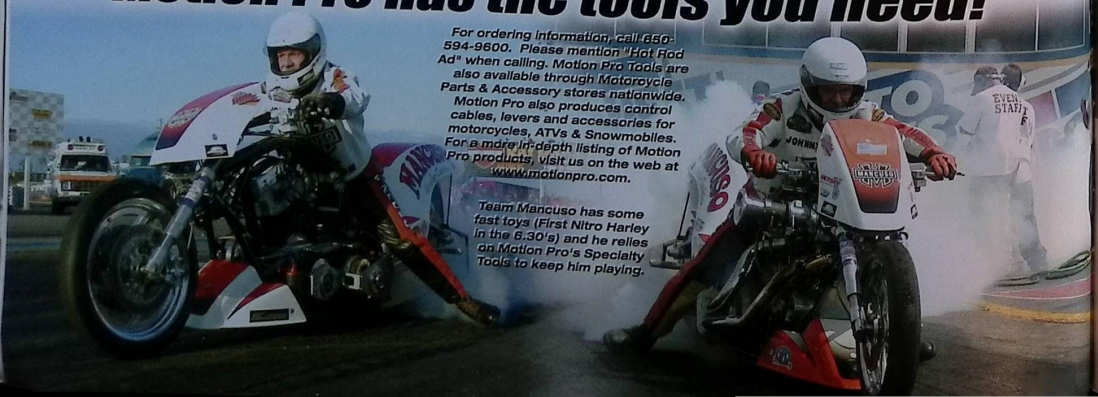

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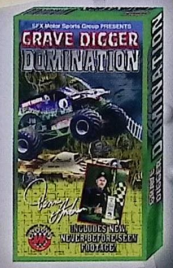

GD 20

Grave Digger 20 brings you behind the scenes and explores every point of Grave Diggers legacy; the trucks, the drivers, and the events that made Grave Digger one of the most memorable pieces of pop culture in America. 45 Minutes.

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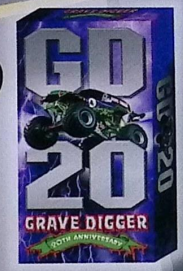

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	Grave Digger 20th Anniversary video	$15	
	World Finals 1	$20	
	World Finals 2	$20	
	Crash Madness 1	$15	
	Crash Madness 2	$15	
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		*Shipping and Handling	
		TX, FL & IL add 7% sales tax	
		TOTAL	

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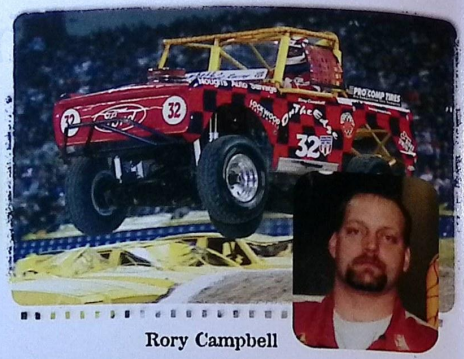
$60.01 - $100.00 = $11
$100.01 and up = $13

Pro Arena/Pro Stadium Trucks

These trucks are full competition vehicles that can vary in size but must meet strict safety and technical standards as established by the USHRA. They typically have modified engines that can develop up to 600 horsepower and can easily reach speeds up to 60 miles an hour in a short distance. Suspension modifications are permitted up to specified limits but trucks must maintain their stock appearance.

Depending on the specific event, each truck will race up to four times. All trucks must qualify for one of the 16 starting positions. Qualifying usually takes place while the fans are entering the facility. Track configurations vary widely from event to event and can be single lane (racing against the clock) or side-by-side (racing against a competitor). Each driver must be on his/her toes every weekend as the competition is always intense. Points are earned in every event and awards presented at season's end.

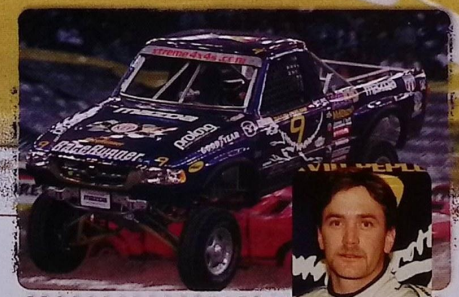


Rory Campbell

Beast Racing Team

Jeff Mello

Jeff Hoy



David Peplo

Darren Frey

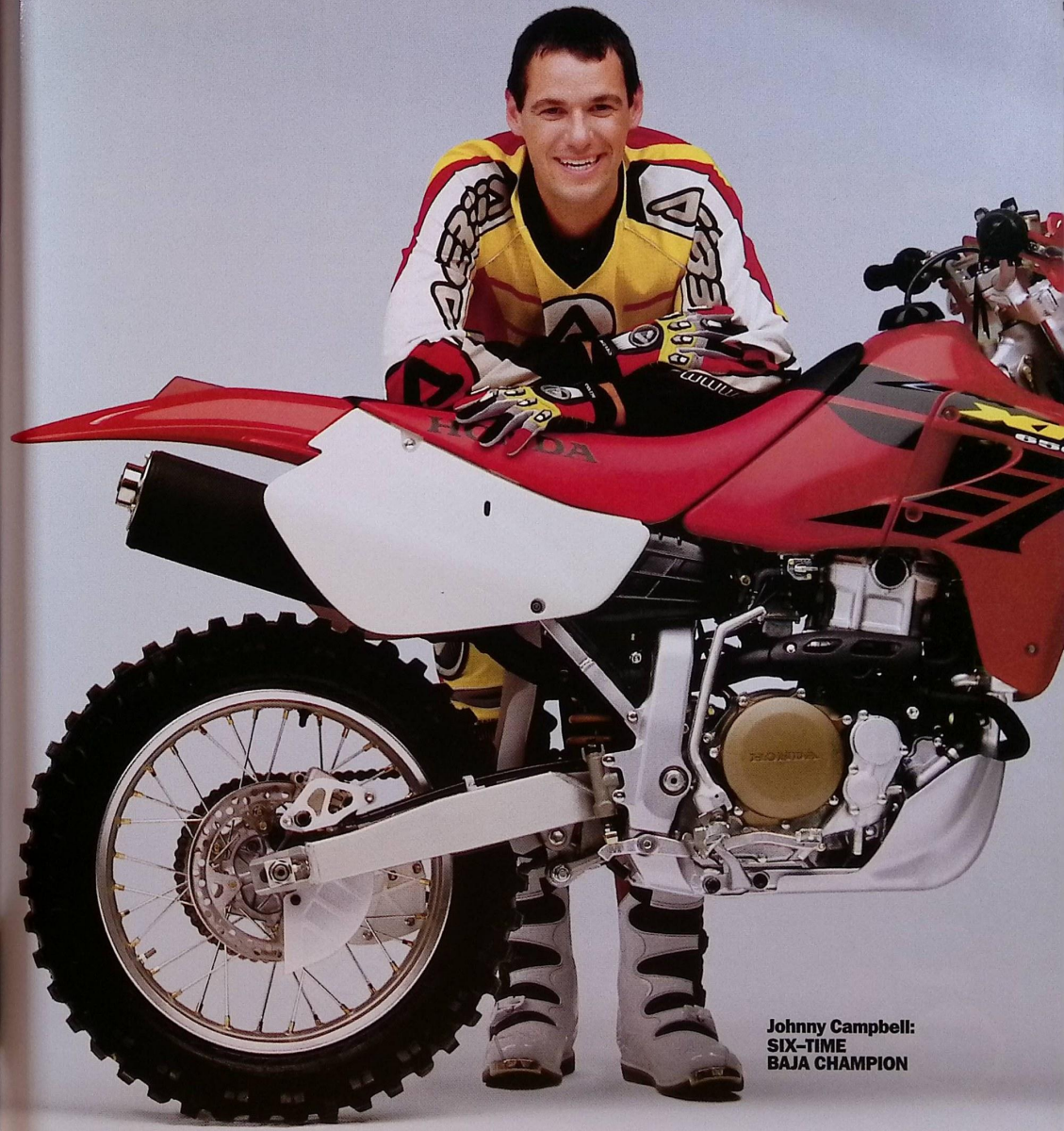
Randy Smallwood

Final standings for 2001:

1. Darren Frey – The Beast
2. Rory Campbell – On the Edge
3. Beast Racing Team – Unleashed
4. Jeff Mello – Neglect
5. Jeff Hoy – Monster Patrol
6. David Peplo – Race Runner
7. Randy Smallwood, Jr. – Agitator

EVEN BEGINNERS CAN LOOK LIKE A CHAMP.

**Brandon Morgan:
FUTURE
BAJA CHAMPION**



**Johnny Campbell:
SIX-TIME
BAJA CHAMPION**

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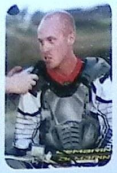
George Balhan


Robert Brown

Hank DeHart

Randy Dinkins

Niclas Granlund

Bobby Parr

PJ Pyrros

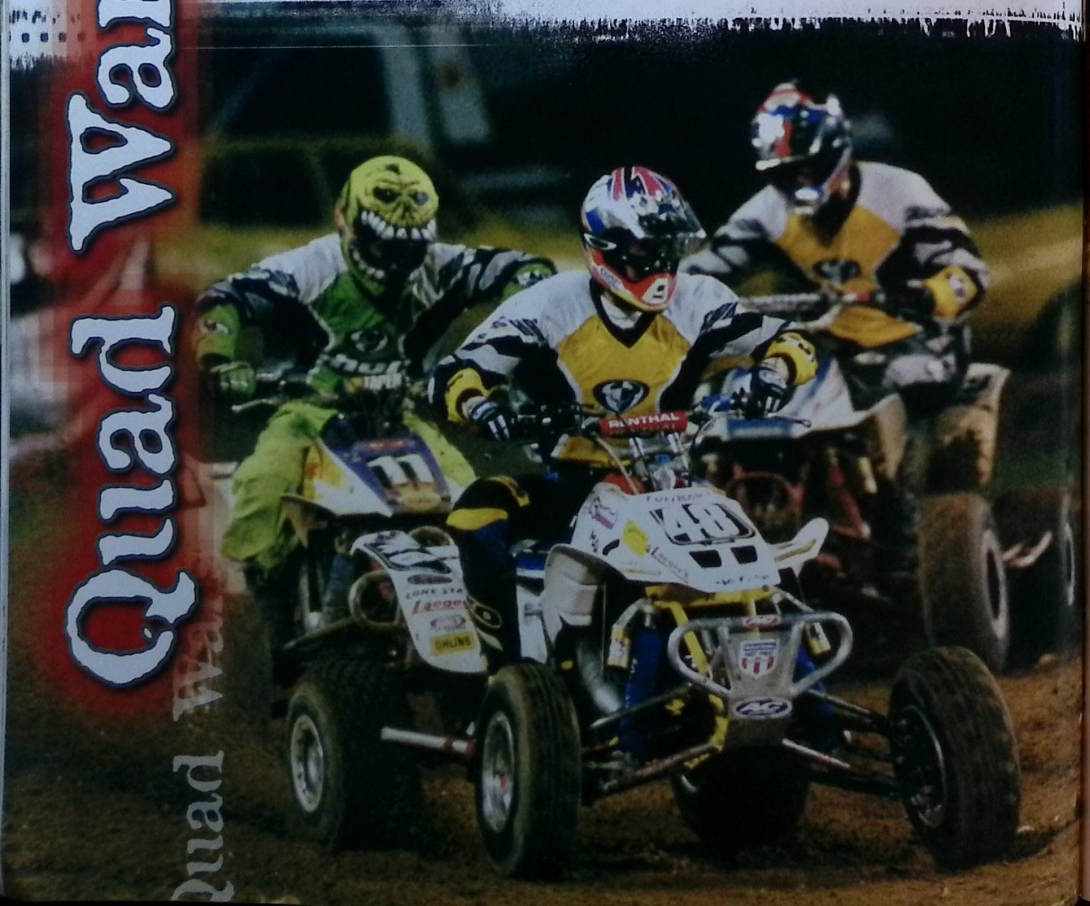
Michael Snudden

[QuadWars Captains]

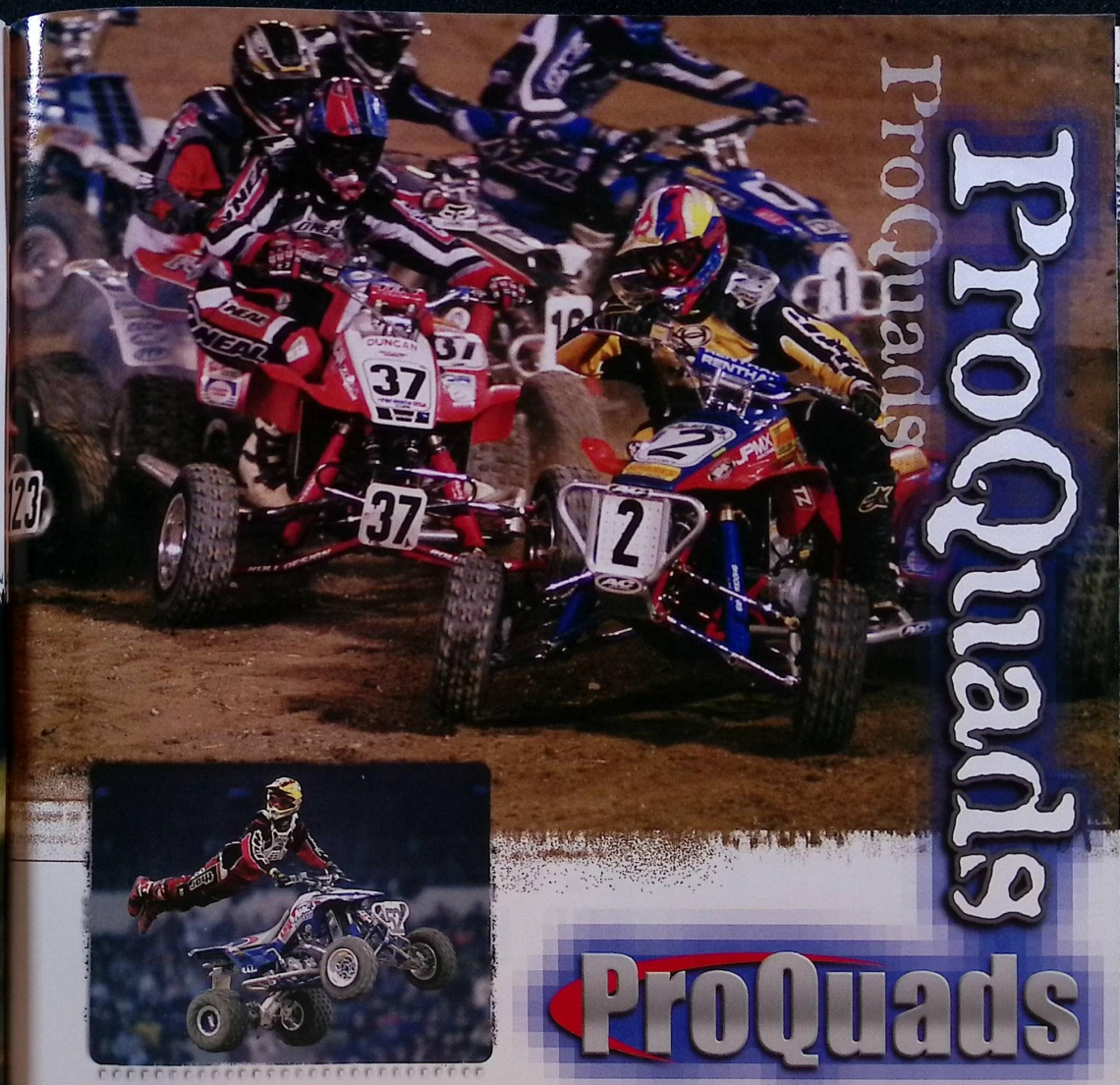
QUAD WARS

Fast, furious and unpredictable, Quad Wars pits two to four teams against each other in a series of heats and main events. It is not "every man for himself" but a team effort which often lends itself to controversy. Each team is racing for a spot at the 2002 World Finals on March 23rd in Las Vegas. If you would like to follow your favorite team or think you may have what it takes to be part of a Quad Wars team visit www.ushra.com.

Quad Wars jerseys supplied exclusively by thor



Quad Wars



ProQuads

ProQuads

In it's sophomore season, the 2002 ProQuad Championship Series promises to be non-stop, wheel-to-wheel action. The series is comprised of one racing class (Open Pro/Am) which includes the top expert riders, both professional and amateur and is sanctioned by Formula USA. The inaugural 2001 season went down to the wire as three-time Formula USA National #1 Tim Farr won the series by only ten points. On race day, the riders participate in a number of qualifying and heat races in hopes of making it to the main event. A good finish insures a share of the cash purse as well as valuable points toward the series title. To keep up with your favorite riders, visit www.proquads.com.

Final standings for 2001:

1. Tim Farr, #1
2. Kory Ellis, #53
3. Ben Jackson, #37
4. John Natalie, Jr., #123
5. Dana Creech, #52
6. Johnny Hale, #48
7. Josh Frederick, #19
8. Greg Little, #66
9. David Diver, #12
10. Brad Warner, #122

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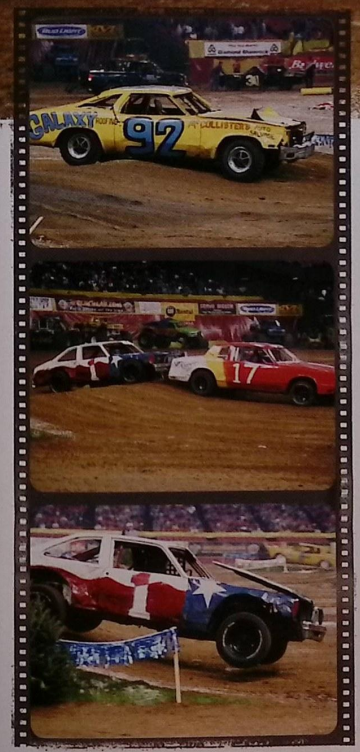
Autocross

Autocross



Imagine taking the "smash-em crash-em" thrill of Demo Derby and combine it with circle track racing. Add a few bumps or jumps and the marriage breeds "Autocross". Debuting in the 2001 USHRA season, Autocross was met with rave reviews by fans. The combination of the three race elements into one (oval track racing, demo derby and off-road) produced a very exciting new form of entertainment. Fifteen to twenty cars compete in a "no holds barred" format to the finish line, all trying to survive the pounding of both the jumps and the other competitors. Only in its infancy, Autocross promises to be a fan favorite for many seasons to come.

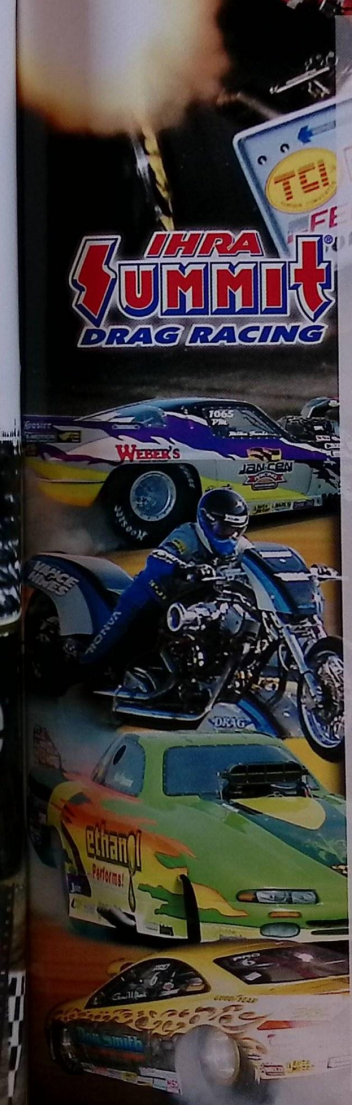
Autocross

Sand Drags

It's the fastest event at USHRA shows as these 3,000 pound vehicles travel 120 feet in less than two seconds. These "Thunder Body" machines hide an alcohol-blown 2,000 HP engine under their hoods that allow them to reach such high speeds. To stop the speed demons, a cable (the length of the race surface) is connected to a pin at the rear of the body that when pulled, shuts down the engine. When combined with the driver's foot break, the engine shut down allows for a safe racing environment, the number one concern of the USHRA.

Final Standings

1. Foolish Pleasure
2. Richter Scale
3. Fat Cat
4. Red Devil
5. Magnum Force
6. Blew Bayou
7. Obsession
8. Hustlin' Hobo



2002 IHRA Drag Racing Schedule

MAR 22-24	***32nd Annual Holley Spring Nationals*** presented by Castrol GTX **Rockingham Dragway** Rockingham NC	910-582-3400
APR 18-21	***2nd Annual ACDelco Nationals*** presented by Chevrolet **Virginia Motorsports Park** Richmond, VA	804-862-3174
MAY 3-5	***5th Annual IHRA Nationals*** presented by Discount Auto Parts **Red River Raceway** Shreveport, LA	318-296-4500
MAY 17-19	***6th Annual Amalie Oil Nationals*** **Cordova Dragway Park** Cordova, IL	309-654-2110
JUN 7-9	***3rd Annual Mopar Performance Parts Canadian Nationals*** **Grand Bend Motorplex** Grand Bend, Ontario	519-238-7223
JUL 12-14	***14th Annual CARQUEST Empire Nationals*** **New York International Raceway Park** Leicester, NY	716-382-9061
JUL 26-28	***21st Annual CARQUEST Northern Nationals*** **US 131 Motorsports Park** Martin, MI	616-672-7200
AUG 9-11	***Inaugural IHRA Nationals*** **Toronto Motorsports Park** Cayuga, Ontario	416-291-4561
AUG 22-25	***25th Annual Sunoco World Nationals*** presented by Ethanol **Norwalk Raceway Park** Norwalk, OH	419-668-5555
SEP 6-8	***7th Annual Amalie Oil North American Nationals*** **New England Dragway** Epping, NH	603-679-8001
SEP 27-29	***11th Annual CARQUEST President's Cup Nationals*** **Maryland International Raceway** Budds Creek, MD	301-884-9833
OCT 18-20	***7th Annual CARQUEST World Finals*** **Rockingham Dragway** Rockingham, NC	910-582-3400

Glossary of Terms

Auger In - Crash nose first. Also known as a "nose plant."

Bite - Traction. Tires gripping the surface.

Blower - System that forces a combination of air and fuel into the engine to produce more horsepower. Also known as a supercharger.

Burn Out - Spinning the truck's tires to clear the mud off and gain traction.

Case It - Hit the lowest part of the truck's frame on the peak of the obstacle.

Chip - Electronic chip that controls the RPM of the engine.

Coil Over Shocks - Type of shock consisting of large coil springs wrapped around the outside of the shock.

Cut Tires - Shaving the tread off the tires for more traction and less weight. This process – done by hand – takes approximately 50 hours per tire.

Cyclone - A high-speed donut.

Donut - When a truck spins in circles in one spot.

Drive Shaft Loops - Required safety loops surrounding the drive shaft to contain parts in case of breakage.

Drop the Hammer - Hitting the throttle hard.

Dry Hop - Doing a burnout to clear the starting line of loose debris.

Endo - When a vehicle crashes and rolls end-over-end.

E.T. - The amount of elapsed time it takes a vehicle to run the course of the track.

Eyeball the Track - To informally inspect the track.

Five-Point Harness - Mandatory standard driver lap belt with a strap over each shoulder to the center mounting point with straps that also connects between the legs.

Four Link - A type of racing suspension. The four main bars that link the front and rear axles to the frame. It can be adjusted to control how much traction the truck can get.

Freestyle - One of two categories of competition in the Monster Jam Series. Drivers are given a limited amount of time to individually perform on the track. Fans, selected by the USHRA, often judge the performances.

Fuel Cell - A special safety fuel tank that is puncture resistant.

Fuel Delivery - The right mixture of fuel and air properly delivered to the engine for maximum horsepower.

Gag It - Stand the throttle wide open. Also known as "drop the hammer."

Grenade - To damage an engine or another major part severely, such that it comes apart.

Hammer - The throttle.

Headers - Pipes, connected to the engine, that are designed for free-exhaust flow.

Heim Joint - Adjustable ends on the different components of the chassis.

Hole Shot - First vehicle off the start line.

Hook Up - To get enough traction for fast acceleration.

Hookin' Clay - A type of track dirt that makes it easy for the tires to hook up.

Hot Shoe - A top driver.

Lose Fire - Stall the engine.

Mash the Motor - Accelerate.

Nitrogen-Charged Shocks - Type of shock absorber that is filled with nitrogen.

Pass - A complete run across the cars.

Pogo - When the truck "pogos" on the rear tires while standing straight up in a wheelie.

Power Out - When a driver uses a burst of acceleration to keep the truck from rolling over.

Pull the Pin - The first thing that an official must do when a truck rolls over. The pin is located in the rear bumper and shuts off all power to the truck.

Quick Change Transfer Case - A box to which drive shafts are connected, allowing drivers to change gears depending on the length of the track.

Read the Track - Determine track conditions.

Remote Ignition Interrupter (RII) A remote transmitter used to shut off all power to a monster truck. Used by officials in case of an emergency.

Red Light - When a monster truck leaves the starting line early before the green starting light.

Revs - Engine revolutions per minute (RPM).

Riding the Wave - Coming down hard and bouncing up on the front tires while traveling some distance.

Roll Cage - The steel safety structure that surrounds the driver.

Roll Over - When a truck rolls over completely.

Sky Wheelie - When a monster truck stands straight up with the front tires in the air at a 90-degree angle.

Side-by-Side - Two trucks race next to each other.

Slap Wheelie - When a monster truck hits a small obstacle and slaps itself back into another wheelie.

Staged - When a truck is waiting at the starting line to race.

T-bone - To crash head-on into the side of an obstacle.

Teeter - When a monster truck wheelies the front end while the rear tires are on the ground, rocking from side to side.

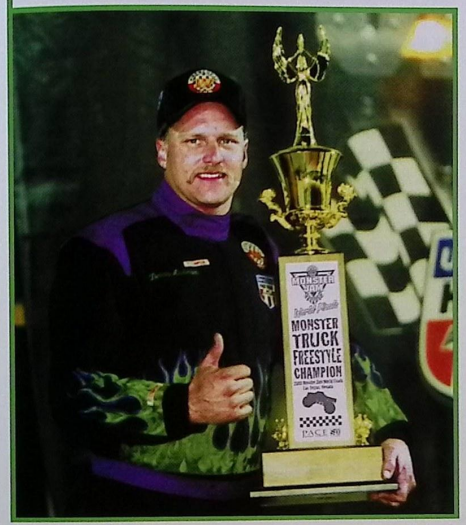
Tranny - Transmission. Transfers power from the engine to the drive train.

Wheelie - The ability to carry the truck on its rear wheels and lift the front end.

Wheel Travel - The amount that the suspension drops when the truck is in the air.

"When you think of monster trucks you think of Dennis Anderson and Grave Digger. His great attitude and appreciation for his fans are the reason why he is liked by all. When he eventually retires, the sport will not be the same without him."

- Fan Response on Gravedigger.com



Dennis Anderson proudly displays his Monster Truck Freestyle Champion trophy, which he earned at the first annual Monster Jam World Finals in Las Vegas during March of 2000.

Dennis Anderson began his career as the creator of Grave Digger in 1981 at age 20 in a suitable location - Kill Devil Hills, N.C. He's been burying cars ever since. Building his first monster truck with junkyard leftovers, Anderson, as the story goes, warned pessimists, "I'll take this old junk and dig your grave."

Born Oct. 24, 1960, in Chesapeake, Va., Anderson always had a passion for speed and power and the gift of demolition. Early vehicles in high school proved to be no match for Anderson and his destructive nature. The son of a naval pipe fitter dad and a school bus driver mom, Anderson began building cars at an early age. His first mud bogging truck was a red 1951 Ford Panel Wagon that he mated to a 432-cubic-inch Chevrolet engine. The addition of five-foot tires made the truck a 14,000-pound force at the weekend "mud bog," where drivers competed to see how far they could drive through the mud.

Fortunately for monster truck fans, little has changed in Anderson's life since high school. After mud bogging for several years, Anderson set his sights on monster truck competitions. With his Grave Digger monster truck tricked out and ready for battle, Anderson began competing on the U.S. Hot Rod Association's (USHRA) monster truck circuit. His crowning moment came in 1986 when Grave Digger beat reigning monster truck champion Bigfoot in a nationally televised event at the St. Paul Civic Center Arena in Minnesota. He's been the crowd favorite ever since.

Anderson's loyal following might be due to the fact that he has remained true to the sport throughout his 20-year career. He admits to putting his fans' enjoyment above personal success. "I set this driving style way back when I started, and I have to live up to it," Anderson said. "If someone pays money to see a show, they want to see a show." Anderson's brash and aggressive nature at competitions on the USHRA Monster Jam Series has cost him - both physically and financially. He has endured several concussions and broken ribs along the way to victory. "It's the fans that keep me going," he said.

Grave Digger is no longer a concoction of scrap metal and junkyard parts. Fourteen trucks - each more technologically advanced than its predecessor - have carried the Grave Digger name. Fans became a part of the truck's evolution, too. In the late 1990s they were invited to feel the power of the 10,000-pound Grave Digger machine, as two ride trucks fitted with passenger seats began to operate out of Anderson's race shop - Digger's Dungeon.

With the 20th anniversary truck debuting in January 2002, all of the latest technology will be utilized. But the truck's inferno paint job of flames and tombstones, which includes the names of monster trucks that have fallen victim to Grave Digger's wrath over the years, remains the same. Anderson lives in Currituck County, N.C., and is the father of three children, Adam, Ryan and Krysten. Adam is already set to drive a Grave Digger truck in the near future. That is good news for Anderson, who says he will feel better when he leaves the sport knowing that there will still be Anderson blood behind the wheel. >

"I believe Dennis Anderson has helped to set the standard for taking care of our fans. Dennis once told me that I should try to do what I would want to see if I paid for that ticket and sat in the stands and I think about that every time I perform. I also think that Dennis has helped make it possible for the drivers to have an identity, not just the trucks. It's not just "Grave Digger", it's Dennis Anderson!"

- John Seasock, "Sudden Impact" Driver

"He is the Michael Jordan of monster truck drivers. The best thing about him is that his love for his fans never dies - just like his truck!"

- Fan Response on Gravedigger.com

The origin of the legend, the red mud bogging truck Dennis built in his backyard.

The body style and the Grave Digger name would stay, but the blue and silver paint scheme would not!

The evolution of the monster truck Grave Digger:

The name "Grave Digger" originated on the side of that first mud-racing vehicle Anderson built in his backyard. In 1983, Anderson began the tradition of the Panel Wagon design for his second mud-racing machine. The blue and silver Ford weighed in at nearly 13,000 pounds. It also carried a 432-cubic-inch engine and a modified Turbo 400 transmission. Since then, fourteen different monster trucks have carried the now familiar ghost & graveyard paint job and Grave Digger name each with its own story and special meaning for Anderson and his millions of loyal fans. To commemorate his 20 years as a monster truck driver, Anderson will pilot Grave Digger XV for the 2002 season. The truck will carry a unique 20th anniversary paint scheme.

Here's a look at the 14 trucks that have taken Anderson and Team Grave Digger through an illustrious career:

Grave Digger I: Anderson went from mud-racing to monster truck racing in the 1985 season. Soon after his debut into the new racing forum, Anderson modified the look of the silver and blue Ford Panel Wagon to the eerie green "spooky" custom paint scheme that Grave Digger is known for today. This became the first Grave Digger Monster Truck to be seen on national television. Equipped with a 526-cubic-inch engine and modified Turbo 400 transmission. The 9,600-pound machine sported the now-famous black and green paint scheme and ran on the monster truck circuit from 1988-1993.

Grave Digger II: The second Grave Digger built began the Chevrolet tradition when Anderson built a 1950 Chevrolet Panel Wagon to compete on the monster truck circuit in the early 1990's. It is now on display in front of Diggers Dungeon in Kill Devil Hills, N.C. This 10,000-pound machine had a 482-cubic-inch Chevrolet engine and a modified Turbo 400 transmission. This truck is commonly referred to as the "Swim Truck" for its record-breaking 7-mile voyage across the Currituck Sound in July of 1994.

Grave Digger III: Grave Digger III debuted with new technology sporting the first four link suspension system and coil over shocks. The chassis from this truck is still in competition today. Anderson was fond of this machine referring to it as a "good piece of work."

Grave Digger IV: Grave Digger IV was a 1950 Chevrolet Panel Wagon with a 432-cubic-inch engine and a modified Turbo 400 transmission. It hit the USHRA circuit in the early 1990's. Despite a completely new lightweight suspension package and a lightweight body, Anderson was never satisfied with the truck's performance. He sold the truck in 1996.

Grave Digger V: Unlike Grave Digger IV, Grave Digger V weighed in heavier than its predecessor, at 11,000 pounds, but otherwise similar in most engine specifications. Also a 1950 Chevrolet Panel Wagon, Grave Digger V ran from 1993-1995. Fans can check out the now-retired monster truck inside the Digger's Dungeon merchandise shop in Kill Devil Hills, N.C.

"Dennis is our pioneer to the sport - someone we all can look to for help and guidance. If I were a guy, I would be him. He's dangerous, sexy, lives life on the edge and has no fear."

- Madusa, "Madusa" driver

"Dennis has not only constantly raised the bar and pushed the sport forward but has also served as a great role model. Other athletes, superstars, and entertainers should take notice. Dennis never forgets the fans. Thanks Dennis."

-Fan Response on Gravedigger.com

Grave Digger VI: Anderson owns the only street legal Grave Digger truck, which debuted in 1990. Today, Anderson continues to drive the steel body 6,500-pound, Chevrolet Panel Wagon on the streets of Kill Devil Hills, N.C. With four, 44-inch Super Swamper tires, a modified Turbo 400 transmission and a 550-cubic-inch big-block engine, Anderson garners attention everywhere he goes.

Grave Digger VII: With the building of Grave Digger VII in 1992, came a new chassis color -- from black to green -- as well as a return to a larger engine -- 540 cubic inches. Anderson's primary race truck today, Digger VII, is often called "Lucky No. 7." The truck was completely rebuilt -- both inside and out -- for the 2000 season. The lettering changed from stacked to straight across and the color purple was added to the truck's paint scheme.

Grave Digger VIII: Built shortly after VII, Grave Digger VIII is very similar to its predecessor but includes a different suspension package and coil over shocks. The 1950 Chevrolet Panel Wagon debuted in 1994. Grave Digger VIII, is still on the USHRA racing circuit today.

Grave Digger IX: From 1994 to 1999, lucky Grave Digger fans could ride in Grave Digger IX. The 10-person truck was designed specifically as a ride vehicle for fans who visited Diggers Dungeon in Kill Devil Hills, N.C. A 1950 Chevrolet Suburban atop 66-inch tires, the truck has a 425-cubic-inch engine and a Turbo 400 transmission.

The paint job that started it all, "Grave Digger I".

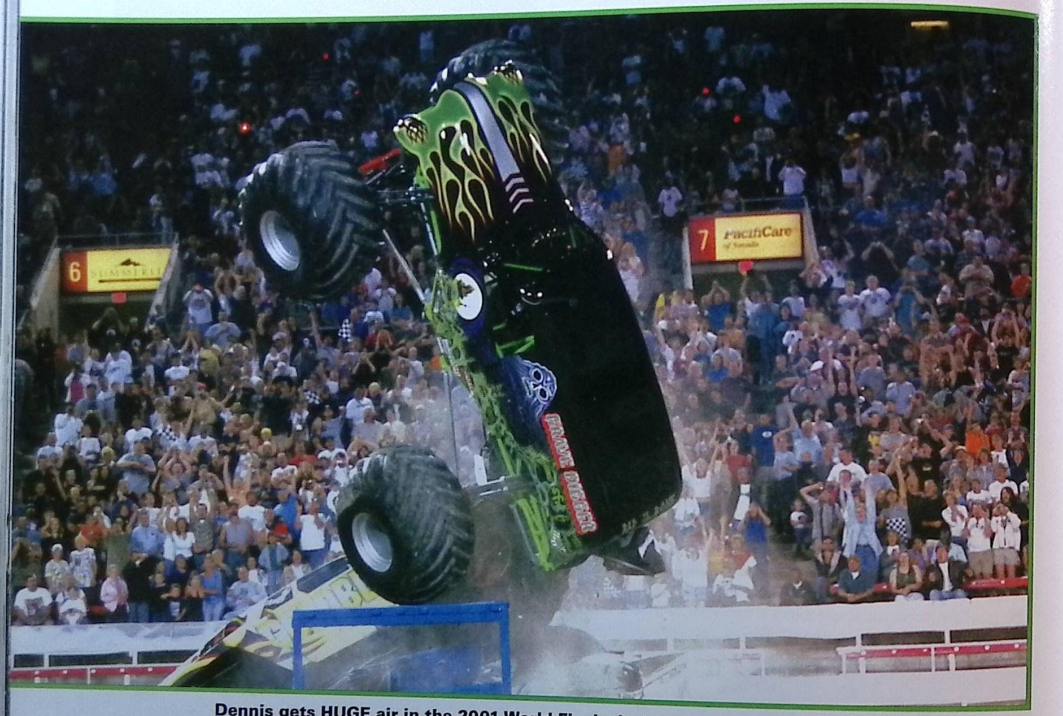
Grave Digger X: Built in 1993 and debuting in 1994, Digger X was the very first Grave Digger truck to feature nitrogen gas shocks - currently standard on all monster trucks. A 1950 Chevrolet Panel Wagon, >

Grave Digger Monster Truck Race Team, circa 1995.

"If there's one thing Dennis Anderson has constantly impressed upon the other drivers, both in his words and his actions, is that - win, lose or draw - never, ever let the fans leave disappointed!"

- Lyle Hancock, "Blue Thunder" driver

"It's truly remarkable that Dennis Anderson and the Grave Digger name have remained in the sport for 20 years. It's also unbelievable that his body has withstood the test of time. It's the fans that drive Dennis!"
- Tom Meents, "Team Meents" driver



Dennis gets HUGE air in the 2001 World Finals during the freestyle competition.

Grave Digger X is currently driven by Team Grave Digger driver Pablo Huffaker.

Grave Digger XI: The second Grave Digger ride truck, Grave Digger XI was built in 1996 and retired in 1999. With room for 13 people, plus the driver, this 12,000-pound ride truck was a 1950 Chevrolet Suburban with a 454-cubic-inch big-block engine and modified Turbo 400 transmission.

Grave Digger XII: According to Anderson, Grave Digger XII is the best-built monster truck in the fleet. A full two feet longer and five inches wider than its predecessors, this 1950 Chevrolet Panel Wagon has lighter and stronger axles, an impressive 1,500 horsepower engine and a transmission setup that enables the Grave Digger crew to change the transmission in 20 minutes. This truck is commonly referred to by the Grave Digger crew as "Big Daddy's Truck."

Grave Digger XIII: A superstitious Anderson never built a Grave Digger XIII in fear of bad luck.

Grave Digger XIV: Unveiled in January 2001, Grave Digger XIV is the best features of VII & XII combined. Constructed with three fiberglass pieces, instead of one large piece. This new body design allows the crew easier access to the trucks mechanical inside. The geometry of the axles and shocks were changed to obtain better suspension. In addition, the motor and transmission were offset, the accessories were mounted low in the chassis for weight and everything in front of the driver was eliminated to allow for better visibility.

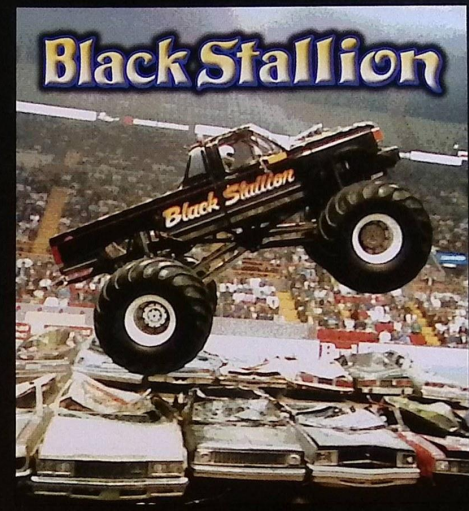
"Remembering the first interview I conducted with Dennis, the thing that sticks in my mind is that he ended the interview thanking the fans...He knew they had paid for every nut and bolt on Grave Digger. That is the way Dennis Anderson was in 1982 and the way he'll be in 2002."
-Joe Lowe, USHRA Announcer

Computer rendering of the 20th anniversary truck Dennis will drive in 2002.

Born of mud bogging, but destined for something greater, Dennis Anderson and Grave Digger started out as a dream and wound up becoming a national phenomenon. For 20 years, Dennis has struck fear into the hearts of his opponents, time and time again. Through his desire to do things bigger and better than the competition, Dennis and Digger not only dominated Monster Truck racing, but invented and perfected the anything-goes Monster Truck free-for-all known as Freestyle. Riding atop the Monster Truck world has never been easy, but going through 14 trucks over the last 20 years has solidified his place at the top. Thanks to his relentless driving style, killer wit, and never say die attitude, Dennis took his favorite pastime and not only helped create a burgeoning sport, but attracted a worldwide fan base in the process. For Dennis Anderson, it's been 20 solid years of insane speed, unbelievable destruction, and total Monster Truck supremacy. But don't worry, Digger fans; the ride isn't over...It's only just begun.

See the whole story in the video "GD20" - available now on the concourse or at ushra.com!

Black Stallion



Grave Digger isn't the only two-decade old monster truck. Mike Vatters' Black Stallion is also celebrating it's 20th Anniversary in 2002. It all started in 1981 when Vaters bought a black 1982 Ford F250 at a dealership in his hometown, Hagerstown, MD. After purchasing the truck, he added 44" tires, a 12-speaker sound system, a TV in the dash and a new innovation at that time, rear-steering. Vaters would take the truck to "Show and Shines" and mud bog competitions and came away with many first place trophies.

In 1985, new Maryland bumper height laws forced a decision; either make the truck street legal, or go for the all out monster truck. We think you know the decision that was made! Now sporting a 460 Ford engine and weighing 13,000 pounds, the 12-foot tall Black Stallion was ready to start crushing cars. A year later all the non-racing essentials (TV and sound system) were removed in order to make the truck lighter and more racing-friendly. 1991 saw the development of an air-suspension system by Vaters in conjunction with Kuster Shocks, a significant contribution to the betterment of the sport.

Boogey Van, the second full-on monster truck built by Vaters debuted in 1993, sporting a 1992 Aerostar body and a powerful blown 557cc alcohol injected Ford engine. Black Stallion returned in 1995 and was renamed Black Stallion 2000 and debuted in the Worcester Centrum in January of 1996. The Thunder Nationals series got it's first taste of Black Stallion 2000 in 1997 and Vaters took the Thunder Nationals championship in 1999. In 2002, Vaters has planned a commemorative paint scheme and is moving to the Monster Jam series on an almost full-time basis.

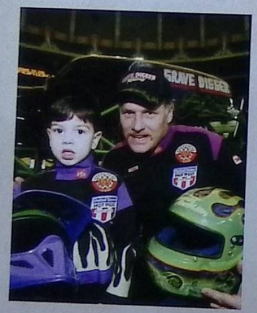
Mike the "wild child" is well known in the monster truck world for always putting on a great show for the fans. His favorite competition is freestyle. He's always thinking of ways to go faster, fly higher or do it better. Watch for him at your local USHRA monster truck event, or at the World Finals in Las Vegas.

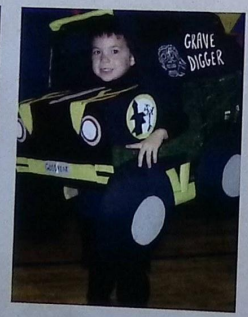
USHRA NEWS

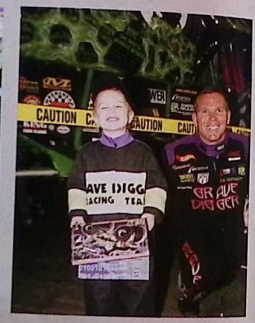
ushra.com Volume 5 2002

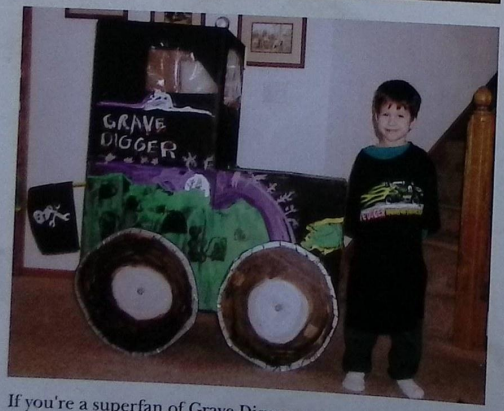
SUPERFANS!

Fans help celebrate Digger's 20th anniversary









If you're a superfan of Grave Digger, or any other USHRA superstar, send in your photo to:
Clear Channel Entertainment - Motor Sports, Attn: Superfans
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Aurora, IL 60504

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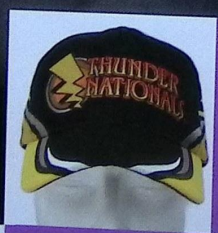

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< Monster Jam Stickers
by A&A Global
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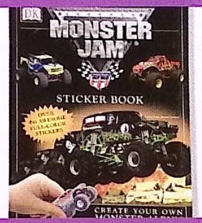

Monster Jam Amazing Guide >
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< Monster Jam Sticker Book
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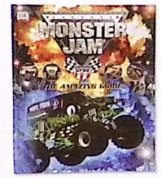

< Monster Jam Snap-Tite Model
by Revel Monogram
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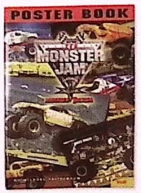

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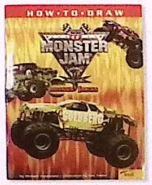

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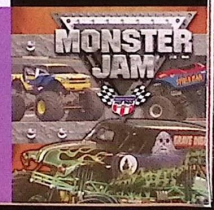
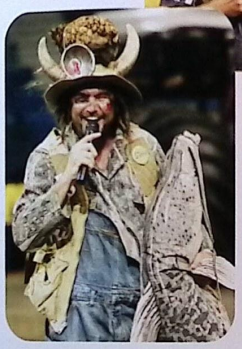


Mud Flap



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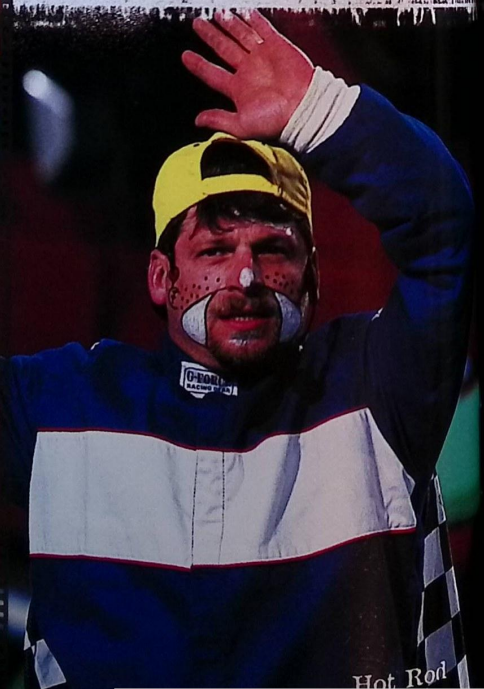

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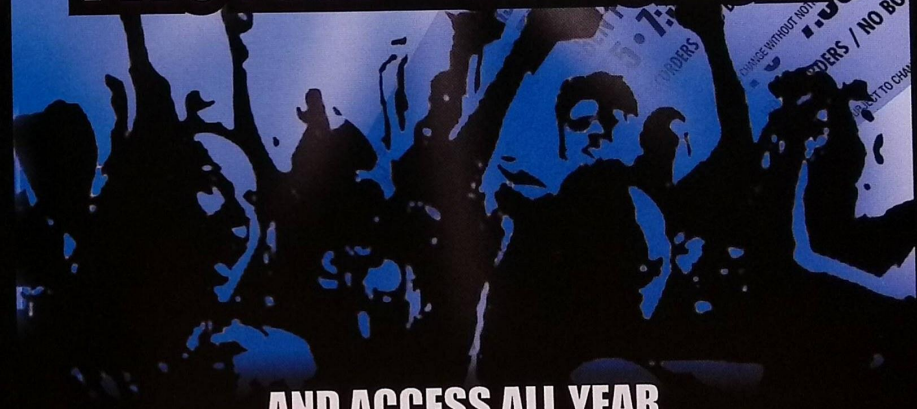

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HISTORY OF THE SPORT

Story by Mike McFarlin
Photos courtesy of USHRA archives

Monster Trucks have been around for a little over 25 years, but they weren't always what you see today. In the early days, they were more of an intermission spectacle than a main event. They started out as large vehicles that were used for anything from mud bogging to sled pulling to simply showing off who was the largest. In the mid 1970's, there were only a handful of these beasts, and during that time they only appeared in parades and sometimes slowly rolled over or "crushed" a few cars. Some trucks had tall narrow tires and others had smaller, wider ones, and only a few sported the large fertilizer spreading tires. The Monsters wouldn't find their true calling until they became bigger, shiner, and louder. Motor Sport promoters, staging mainly truck and tractor pulling events, found that they could draw bigger crowds if they included a Monster as part of the show. After that discovery, it didn't take very long for Monster Trucks to become an event themselves. As time moved into the early 1980's, fan demand was on the rise and more monsters were being built, but they were still awkward vehicles in their early stages of development. They were extremely heavy and, at times, way too tall with some trucks weighing in at over 15,000 pounds and rising 14 feet in the air standing still. Some of these Monsters had tires 73 inches high and over four feet wide. Suspensions were crude with only a few inches of wheel travel, and only a few had rear steering. Some could barley fit through arena doors due to their clumsy size.

With increasing demand from promoters and fans, more trucks began to appear across the country. Every builder and driver had their own ideas of the best way to put together and race a Monster Truck, and through their constant trial and error, the sport started to progress on the technical side. The standard tire size became 66 inches tall and 43 inches wide, the same as it is today. Homemade solutions and custom engineering turned out to be the best thing that could have happened to the Monsters. Although the trucks were still in the heavy, wide and tall stage, they were beginning to take shape as true main event material.

By the mid 1980's, even more trucks appeared and people couldn't seem to get enough of the larger-than-life machines. The focus at motor sports events was no longer just on truck and tractor pulling as it had been in the past, but was now centered directly on the Monsters. Some purists of the pulling world resisted having a Monster Truck appear at their events, since they thought ticket sales would fall. In a few cases they were right, but more often than not, Monster Trucks actually brought a lot more fans to the events. People wanted to see the trucks. They wanted to see them crush cars. Promoters started to figure out that Monster Trucks were the hot ticket, and started promoting them accordingly. Soon, stadiums and arenas across the country were filled to the rafters with rabid Monster Truck fans.

In 1987, the USHRA conducted its first side-by-side monster truck race. Fans were floored at the sight of two monsters actually "racing" over the tops of cars, side by side, since up until then it was unheard of. This was the shape of things to come. Finally, the Monsters were the main event, and people were coming in droves to see this never-before-seen competition. In 1988, the first televised monster truck points series began, and it put the old-school Monsters through the ringer. With their machines banged up and bruised, Monster Truck teams went back to the drawing board and pushed the trucks through their next stage of mechanical evolution.

As the sport moved into the late 80's and early 90's, there were over 200 trucks with more on the way; but the thought process that went into Monster Trucks was changing. Having the biggest body, the shiniest paint, the most chrome, or the most off-road lights no longer guaranteed a win; it was who got to the finish line first. The heavy steel bodies were scrapped, and lighter fiberglass ones were used in their place. Tires were "shaved" to gain traction and lose weight. Engine locations were changing with some moving from the familiar under-the-hood position to the middle and rear of the trucks. The drivers were now sitting in the center of the cab. Old leaf spring suspensions were replaced with high tech coil over gas shocks and adjustable link bar set-ups. Wheel travel went from just a couple of inches to upwards of twenty to solidify the suspension. All this allowed the trucks to take off better, transfer weight easier, and land softer. And most importantly, new and updated safety regulations were put in place, like the Remote Ignition Interrupter system, driveline hoops, engine side shields, transmission blankets, on-board fire systems, drivers' safety harnesses and much more. The once large, cumbersome trucks built to crush began to evolve into new, lighter racing trucks that were made to fly. It was thought that the lighter the truck was, the faster it would go, and the monsters lost weight accordingly. Some now weighed only 11,000 pounds or less. Monster Trucks no longer crushed cars; they flew over them, sometimes landing on only the last few in the stack.

Some Monster Truck drivers thought that the racing trucks were only a fad and the sport would slide back to its roots of the big, pretty, shiny machines, but that was not to be. Monster Trucks were moving forward at a rapid pace. 1992 saw a new USHRA televised series, with a big money purse. The series was based on serious racing that required sophisticated and highly technical engineering of the trucks. If you still had an old steel body, you're chances of winning were slim. If you used the older suspensions, you weren't going to advance to the next round. And by now, if you didn't have rear steering to make tight turns, your fate was sealed. Drivers were watching each other to see who would "invent"

Photos (clockwise from top): Crushing cars front to back in the mid '80s; One of the original uses for monsters was high powered mud bogging; Early monster on display with scissor lift bed

(Left to right) An original early car crushing creation; Short wheel base monster sitting shiny and tall with 73" tires

the next big thing in Monster Truck engineering, and since everyone had their own ideas of how to make trucks lighter, stronger, safer and more powerful, they kept a close eye on the winners.

Another sign that the trucks needed to evolve again was found in the different tracks that the USHRA built. Tight U-turn tracks made the drivers re-think the rear steering aspects of their trucks. It had to be quicker and able to return to center faster. Roundy-round tracks forced the drivers to use every aspect of their machine, from precision rear steering to faster throttling and better braking. The fans loved the variety of the USHRA tracks and also loved to see how the drivers would conquer them.

Although other elements were added to events in the mid-90's, Monster Trucks remained the centerpiece and were still the biggest draw for the fans. These other elements served a purpose; they gave the trucks time to cool down and fix whatever broke in the earlier part of the show. Along with those other elements came a new addition to the shows that would continue the evolution of the sport. In 1993, the USHRA asked the drivers to go out on the track and "show-off" a little. This was the beginning of the Monster Truck free-for-all known as "Freestyle". After the racing was completed, the trucks were allowed to come out once more to do whatever they wanted, as long as it was safe. They could hit the cars or spin donuts, run through the mud or go for some big air. Anything was possible, and it was a huge hit with the fans. This was the boost that the sport needed to move on to the next level. In 1999, the freestyle portion of the events was made into an actual points competition, judged solely by the fans.

The shows were getting larger, the trucks were becoming more competitive, and the Monsters hit their premier stage of evolution. The trucks had never been safer, and they also had never been lighter, with some of them weighing in at as little as 9,500 pounds. With the Monsters in better shape than they had ever been, the USHRA felt the need to begin another points series. It was again televised and would start to pave the road to what is now known as the biggest event in history, The USHRA Monster Jam World Finals.

In March of 2000, after a long season, sixteen of the very best monsters in the nation traveled to Las Vegas to compete in the very first pay-per-view event of its kind, the USHRA Monster Jam World Finals. The racing was unbelievably fast, the freestyle was incredibly exciting, and the very first Racing and Freestyle World Champions were crowned in front of a sold out crowd.

The trucks were the best the world had to offer, and they finally had an event that could truly showcase what they were capable of. But still the fans wanted more. After another incredible USHRA point season, the 2001 USHRA Monster Jam World Finals 2 came back to Las Vegas, again on pay-per view. The racing was ferocious as some of the trucks broke and others rolled over before the finish line in their quest to win. The freestyle competition was the biggest of its kind, with obstacles added to the track specifically for the event. All the trucks that survived racing had buses, motor homes, shipping containers, semi trucks, cars and more at their disposal in their bid to become Freestyle World Champion. At the end of the night, another Racing World Champion was crowned, another Freestyle World Champion was crowned, and more than half the trucks had to be turned over and towed off the track after giving their all.

Thanks to the evolution of the sport, the fans that attended and watched the event saw the best Monster Truck show in history. All the drivers walked away with their sights on not only next year, but also the years to come. Only time will tell what the future holds for the Monsters, but you can bet on one thing: the USHRA will be there to bring you the very best in Monster Truck entertainment.

Above: Allen Pezo - From a steel body tilt front end and dump bed to a high flying, tube chassis, fiberglass concept vehicle.

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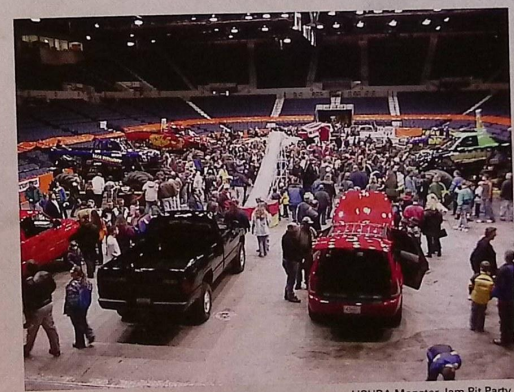

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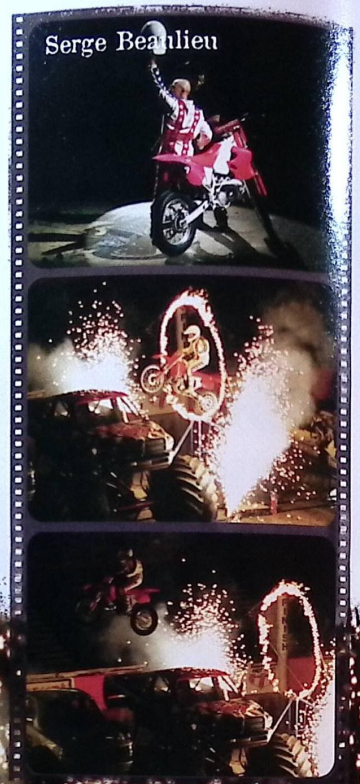
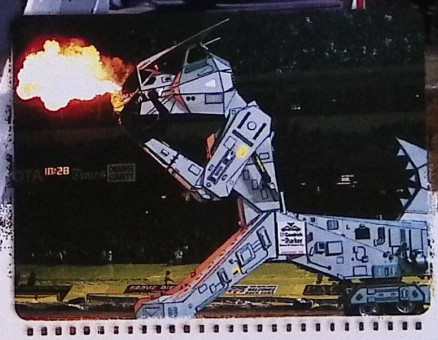


Dan Elders - The Human Bomb

Galactron

Reptar

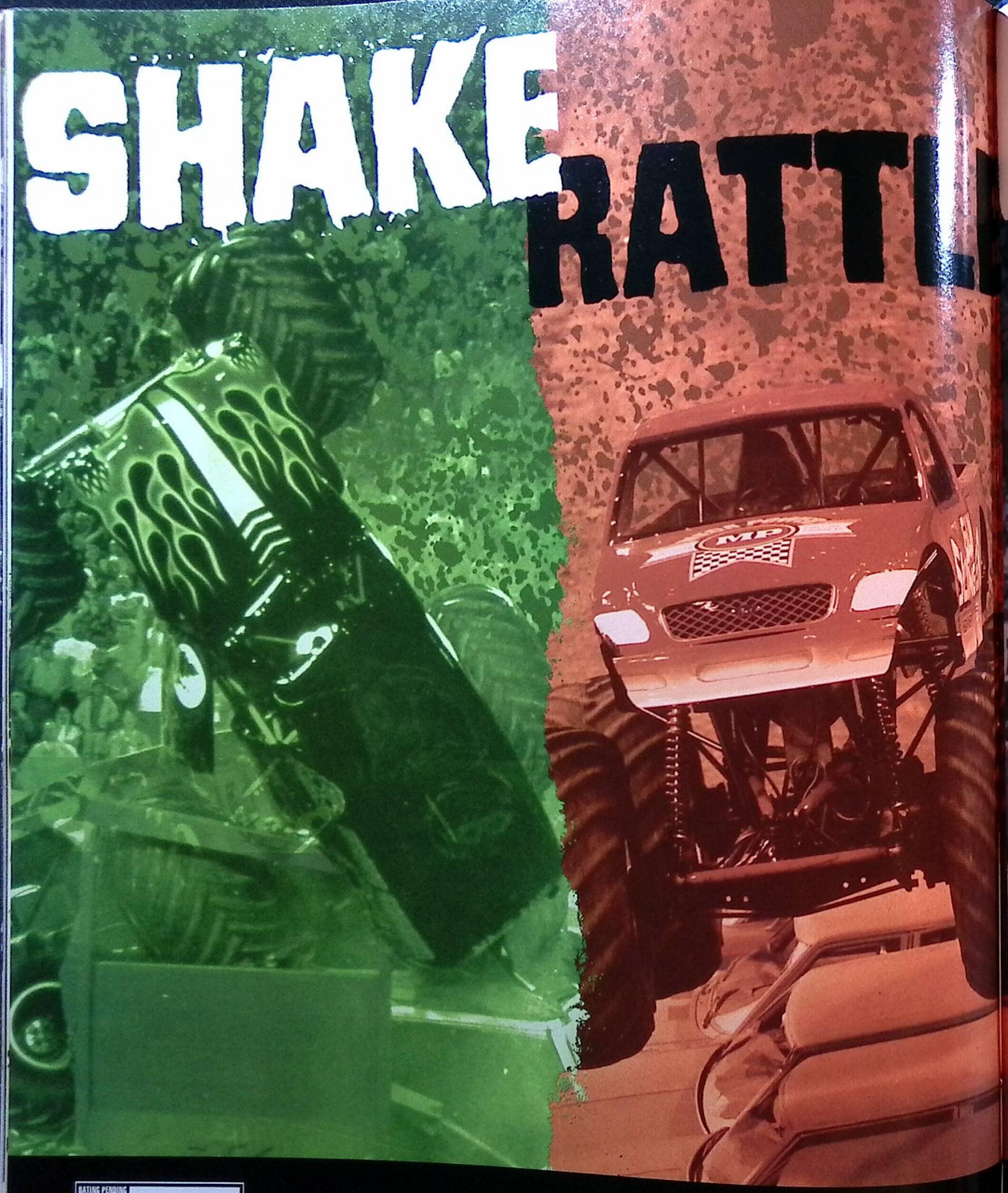


Robosaurus

Megasaurus

Steve DiRenzo

SHAKE RATTLE ROLL REPEAT



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AOL Keyword: Scooby-Doo Live

November 20 - November 25, 2001	Cleveland, OH	Allen Theatre
November 28 - December 2, 2001	Wilkes-Barre, PA	FM Kirby Center
December 5 - December 9, 2001	Toronto, ONT	Canon Theatre
December 12 - December 16, 2001	Baltimore, MD	Mechanic Theatre
December 19 - December 23, 2001	Philadelphia, PA	Merriam Theater
December 26 - December 30, 2001	Columbus, OH	Palace Theater
January 2 - January 6, 2002	Cincinnati, OH	Taft Theater
January 9 - January 13, 2002	Boston, MA	Wang Center
January 16 - January 20, 2002	Washington, DC	Warner Theater
January 23 - January 27, 2002	Nashville, TN	Tennessee PAC
January 30 - February 3, 2002	Memphis, TN	Orpheum Theater
February 5 - February 6, 2002	San Antonio, TX	Majestic Theatre
February 8 - February 10, 2002	Chicago, IL	Rosemont Theatre
February 13 - February 17, 2002	Chicago, IL	Rosemont Theatre
February 20 - March 3, 2002	New York, NY	Radio City Music Hall
March 6 - March 10, 2002	Minneapolis, MN	State Theater
March 13 - March 17, 2002	New Orleans, LA	Saenger Theater
March 20 - March 24, 2002	Raleigh, NC	Civic Center
March 27 - March 31, 2002	Pittsburgh, PA	Benedum Center
April 3 - April 7, 2002	St. Louis, MO	Fox Theatre
April 10 - April 14, 2002	Detroit, MI	Fox Theatre
April 17 - April 21, 2002	Indianapolis, IN	Murat Theatre
April 24 - April 28, 2002	Miami, FL	Jackie Gleason Theatre
April 30 - May 1, 2002	Jacksonville, FL	Times-Union PAC
May 3 - May 5, 2002	Fort Lauderdale, FL	Broward Center

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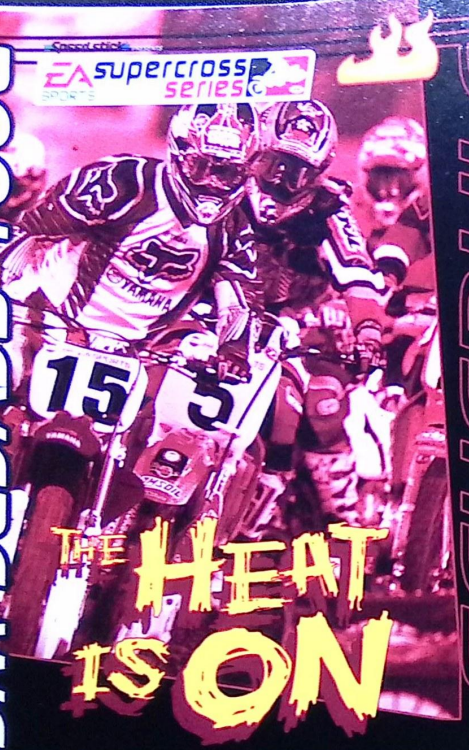
2001 SEVERE WEATHER FORECAST



SCHEDULE

2002 EA SPORTS Supercross Schedule

Round 1	Jan 5	Anaheim, CA	Edison International
Round 2	Jan 12	San Diego, CA	Qualcomm Stadium
Round 3	Jan 19	Anaheim, CA	Edison International
Round 4	Jan 26	Phoenix, AZ	Bank One Ballpark
Round 5	Feb 2	Anaheim, CA	Edison International
Round 6	Feb 9	Indianapolis, IN	RCA Dome ■
Round 7	Feb 16	Minneapolis, MN	Metrodome
Round 8	Feb 23	Atlanta, GA	Georgia Dome
Round 9	Mar 9	Daytona Beach FL	Daytona International Speedway
Round 10	Mar 16	New Orleans, LA	Superdome
Round 11	Mar 23	Houston, TX	Astrodome ■
Round 12	Apr 6	St. Louis, MO	Trans World Dome
Round 13	Apr 13	Pontiac, MI	Silverdome
Round 14	Apr 20	Dallas, TX	Texas Stadium ■ ■
Round 15	Apr 27	Salt Lake City, UT	Rice-Eccles Stadium and Tower
Round 16	May 4	Las Vegas, NV	Sam Boyd Stadium ■

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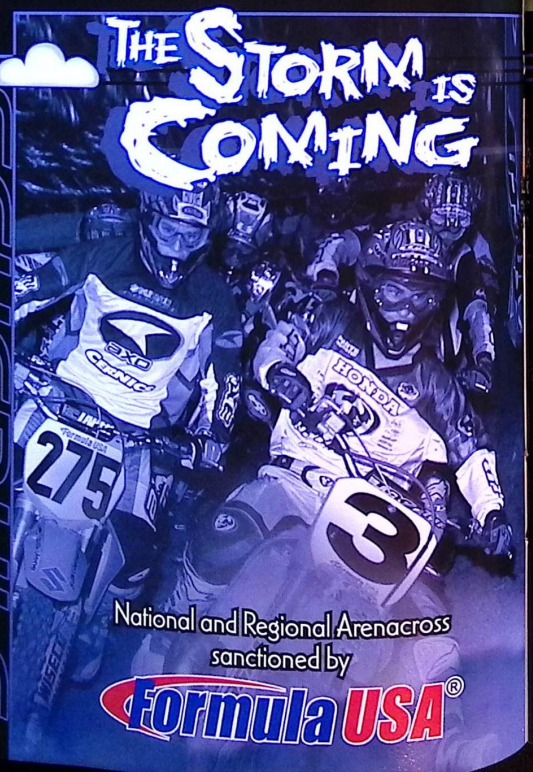
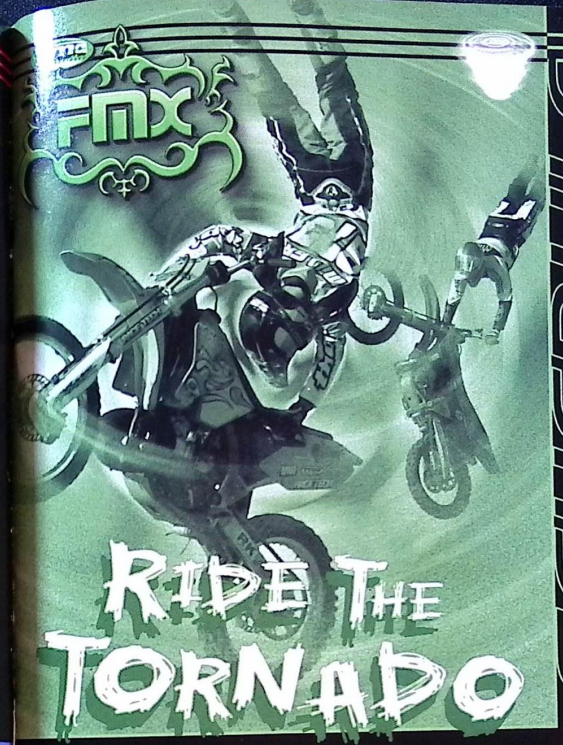


SCHEDULE

Speed Stick NATIONAL ARENACROSS Series

The 2002 Speed Stick National Arenacross Series Schedule

Jan 4-6	Grand Rapids, MI	Van Andel Arena
Jan 11-13	Guthrie, OK	Lazy E Arena
Jan 18-20	Baltimore, MD	Baltimore Arena
Jan 25-27	Hampton, VA	Hampton Coliseum
Feb 1-3	Toronto, Ont	Toronto Skydome
Feb 8-10	Milwaukee, WI	U.S. Cellular Arena
Feb 15-17	Denver, CO	Denver Coliseum
Feb 22-24	Sacramento, CA	ARCO Arena
Mar 1-3	Portland, OR	Portland Memorial Coliseum
Mar 8-10	Oakland, CA	Arena in Oakland
Mar 15-17	Vancouver, B.C.	B.C. Place
Mar 22-24	Tacoma, WA	Tacoma Dome



SCHEDULE

2002 IFMA Freestyle Motocross winter-spring schedule

Jan 4-5	Salt Lake City, UT	Delta Center
Jan 4-5	Sacramento, CA	ARCO Arena
Jan 11-12	Worcester, MA	Centrum Center
Jan 11-12	Philadelphia, PA	First Union Spectrum
Jan 18-19	Little Rock, AR	Barton Coliseum
Jan 18 19	Dallas, TX	Reunion Arena
Jan 25-26	Auburn Hills, MI	Palace of Auburn Hills
Jan 25-26	Denver, CO	Pepsi Center
Feb 1-2	Pittsburgh, PA	Mellon Arena
Feb 8-9	Cincinnati, OH	Firstar Center
Feb 8-9	Cleveland, OH	Gund Arena
Feb 15-16	Rosemont, IL	Allstate Arena
Mar 1-2	Providence, RI	Civic Center
Mar 8-9	Grand Rapids, MI	Van Andel Arena
Mar 15-16	Birmingham, AL	Convention Center
Mar 22-23	Hampton, VA	Hampton Coliseum

ARENACROSS

2002 Arenacross Series Schedule

Jan 4-6	Huntington, WV	Huntington Civic Center
Jan 1112	Roanoke, VA	Roanoke Civic Center
Jan 11-13	Toledo, OH	Sports Arena
Jan 11-13	Memphis, TN	The Pyramid
Jan 18-20	Dayton, OH	Hara Arena
Jan 18-20	Nashville, TN	Municipal Auditorium
Jan 18-20	Bridgeport, CT	Bridgeport Arena at Harbor Yard
Jan 25-27	Reading, PA	Sovereign Arena
Jan 25-27	Louisville, KY	Broadbent Arena
Jan 25-27	San Antonio, TX	Alamodome
Feb 1-3	Columbus, OH	Nationwide Arena
Feb 1-3	Springfield, IL	Prairie Capital Convention Center
Feb 22-24	Greensboro, NC	Greensboro Coliseum
Mar 15 17	Wichita, KS	Britt Brown Arena
Mar 15-16	Raleigh, NC	Raleigh Entertainment & Sports Arena
Mar 15-17	Albuquerque, NM	Tingley Coliseum
Mar 22-24	Nampa, ID	Idaho Center
Mar 22-23	Charlotte, NC	Charlotte Coliseum
Mar 22-24	Wilkes Barre, PA	First Union Arena at Casey Plaza

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BULLDOZER & El Toro Loco

will make a run at the 2002 championship and that's....

NO BULL!

Story and Illustrations by Jay Laws

"The Jerky Maker" before it became Bulldozer, which then became the inspiration for El Toro Loco.

Will 2002 be the year for the battle of the bulls? Certainly the ornery Bulldozer and the blazing El Toro Loco are two trucks to watch as the bad boys of monster trucks fight for supremacy. The two big bashing bulls of the USHRA are admired by kids of all ages, thanks to their shared dynamic body style, smoke-blowing snouts and punishing desire for victory. Dozer may have been the first born, but El Toro has all his big brother's attitude!

Bulldozer had previously been known as "The Jerky Maker" and sported a plain red Chevy pickup truck body. Sponsor Oberto Beef Jerky instigated the transformation of its' flagship monster truck into the fascinating horned bull. The new body was created by Guy Wood and GTS Fiberglass in St. Louis, Missouri during 1995, and first debuted with the USHRA in the same town in January of 1996. The sponsors' investment was fully realized weeks later as Dozer beat the legendary Bigfoot three consecutive nights in front of an ecstatic Tacoma crowd and elated Oberto executives. Bulldozer has been a fan favorite ever since! The only change from the original design has been the horns, which at first pointed out of the sides of the truck and had to be taken off each time the monster truck was put in its' hauler. They were later redesigned to face forward, allowing them to be a part of the permanent body mold. Although Guy Wood still commands Dozer's driver's seat, others have occasionally taken the reigns, including current World Champion Tom Meents in 1999. In 2002, Guy Wood's Bulldozer will be packing a 572 cubic inch engine on an aluminum block, putting out 1700 horse power.

El Toro Loco is born of the same bad-blooded breed as Dozer. Lupe Soza piloted El Toro in its' first competition in Lafayette, Louisiana during January of 2001. The bilingual (Spanish and English) driver and his brazen red bull were a sensation from the start. Even before his first roll-over in May of 2001, the "Loco" legion of fans began to swell in numbers. El Toro's sophomore season brings even higher expectations of the red-hot warrior! In 2002, El Toro will be boasting a 540 cubic inch engine on a steel block, firing up 1500 horse power.

There's no doubt these two eye-catching monsters will be battling for the championship this season. Whether it's Bulldozer's familiar tan hide or El Toro's fiery flames, you're almost certain to see these two bruisers make a "bullish" run at the World Finals in Vegas this March!

MONSTER JAM®

MAXIMUM DESTRUCTION

Crashes into Video Gaming

A Look Under the Hood of the Monster Jam Video Game

Game Boy® Advance system screen shots

Playstation®2 system screen shots

How do you get behind-the-wheel access to the world's most powerful monster trucks? Video game publisher Ubi Soft is making it happen with the upcoming Monster Jam: Maximum Destruction for the PlayStation®2 computer entertainment system and the *Game Boy® Advance* system. The game straps you into famous motorsport monsters like Grave Digger®, Bulldozer®, Predator®, Gunslinger™, and Wild Thang™ (26 official USHRA trucks total), for intense, hard-drivin' arena battles.

On the PlayStation®2, the developers at Inland Productions have taken advantage of the system's next-generation graphical capacity to create some seriously detailed collision effects. MJMD runs with real-time damage technology, which means you can smash trucks through walls, leap over buses and grind opposing trucks under your tires with steel-crunching realism. Damaged truck parts actually bend, blacken, break, and eventually fall under the fury of savage vehicular combat.

Developers have even added crazy combos so you can pull off aerial thrill acts like 360's and flips.

The truck battles take you on a crash course through 8 arenas like Las Vegas, military bases and jungle temples. Each one is loaded with its own unique array of interactive traps, tricks, underground passages, power-ups and, of course – tons of weapons. There are over 90 tools of destruction to load up on.

"The level of detail and the physics of our truck models surpass anything made to date."
–Scott Williamson, Inland Productions

Once you've earned enough cash in the arena, MJMD gives you a slew of garage options to tweak and trick out your truck – like new engines, shocks, drive lines and more. Throw in a ton of play modes with optional two-player splitscreen, and you've got the most intense monster truck experience possible.

As if all this weren't enough, developer UDS is at work on a Monster Jam title for the *Game Boy® Advance* system. This handheld version packs enough power to feature an in-depth Championship mode that lets you progress over a season of arena battles, earn cash, and upgrade your truck between matches.

Monster Jam: Maximum Destruction will be ready to rumble on both systems in the spring of 2002.

Game: Monster Jam: Maximum Destruction
Publisher: Ubi Soft
Developers: Inland Productions, UDS
Release: Spring 2002

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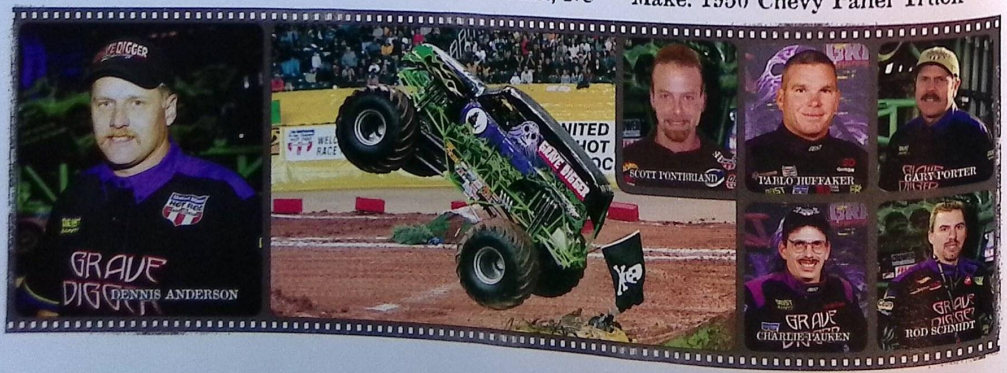
Thank You.

MONSTER JAM

GRAVE DIGGER®
MONSTER TRUCK Racing

Drivers: See Below - Hometown: Kill Devil Hills, NC - Make: 1950 Chevy Panel Truck

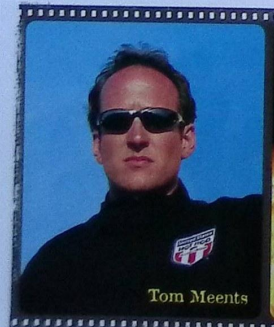


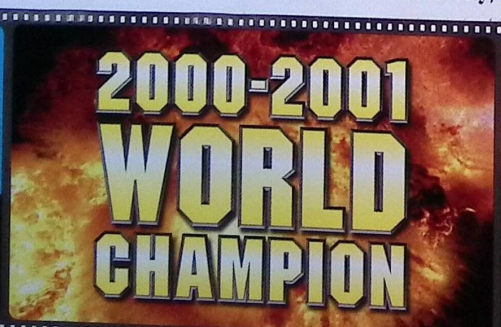
BLUE THUNDER

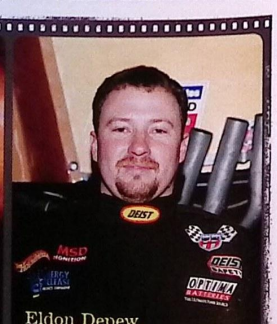
Drivers: Lyle Hancock & Tony Farrell - Hometown: Barco, NC & North Vernon, IN - 2001 Ford Super Duty

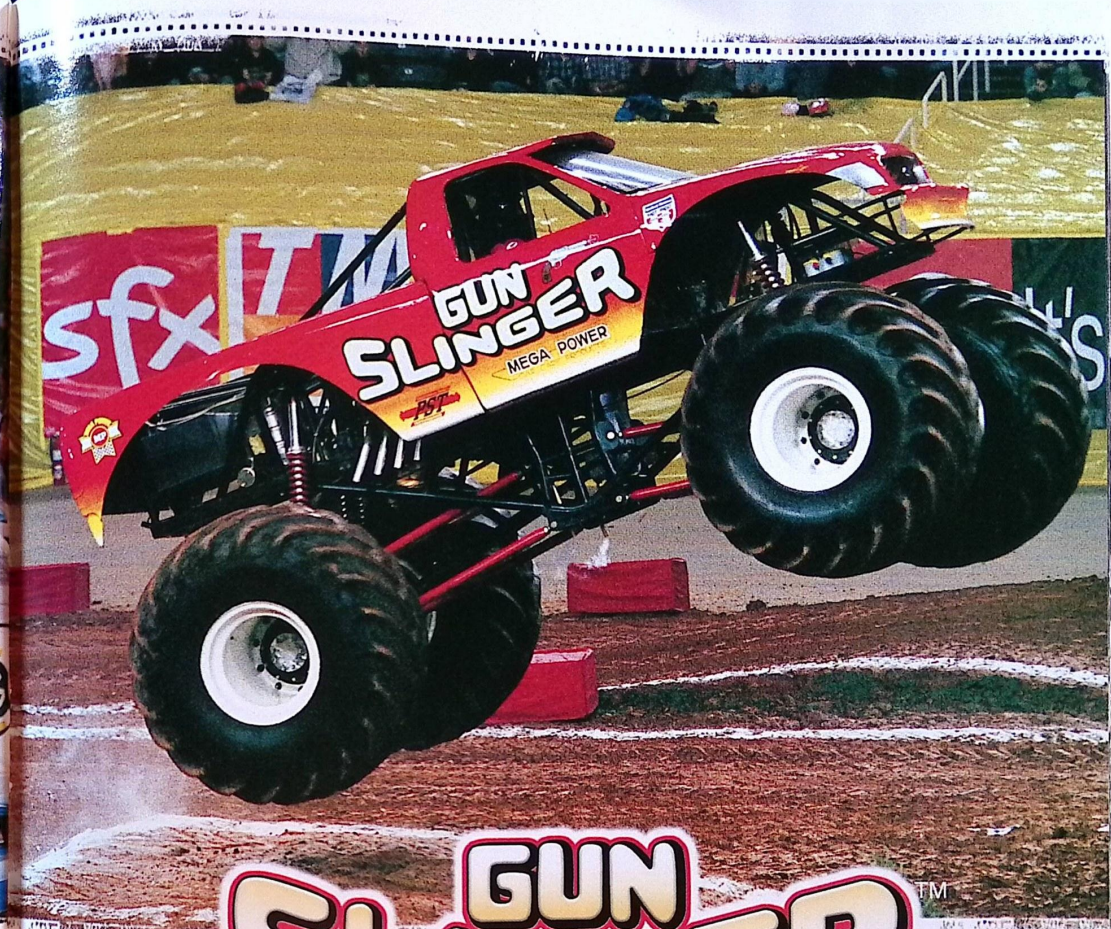
TEAM MEENTS

Drivers: Tom Meents & Eldon Depew - Hometowns: Paxton, IL & Granite City, IL - Make: Futuristic SUV


Tom Meents

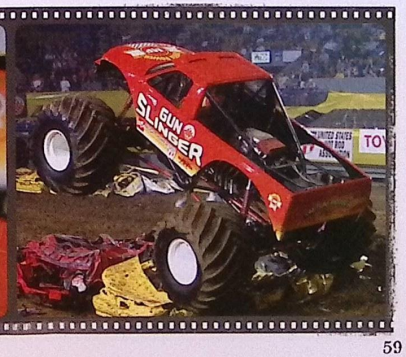



Eldon Depew



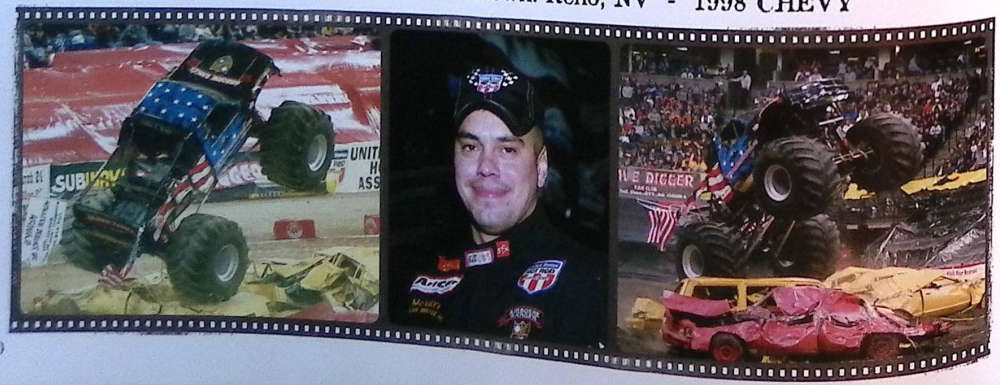
GUN SLINGER™

Driver: Scott Hartsock - Hometown: Oldsmar, FL - Make: 1997 Ford F-150



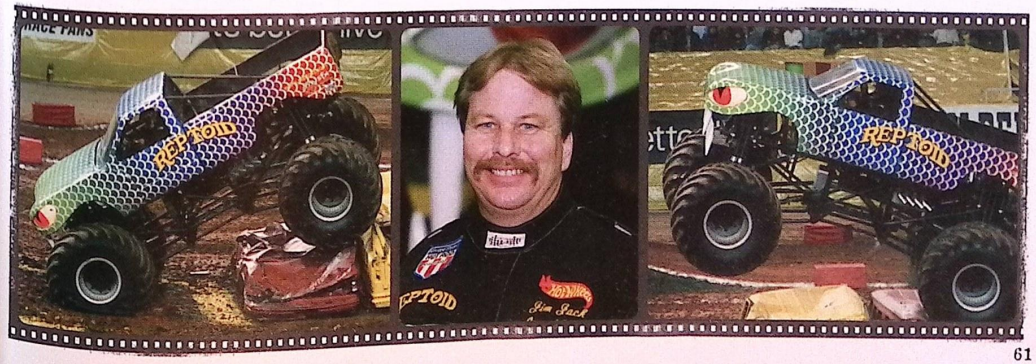
AIRBORNE RANGER

Driver: Joe Cypher - Hometown: Reno, NV - 1998 CHEVY



REPTOID

Driver: Jim Jack - Hometown: Milton, FL - 1997 Chevy

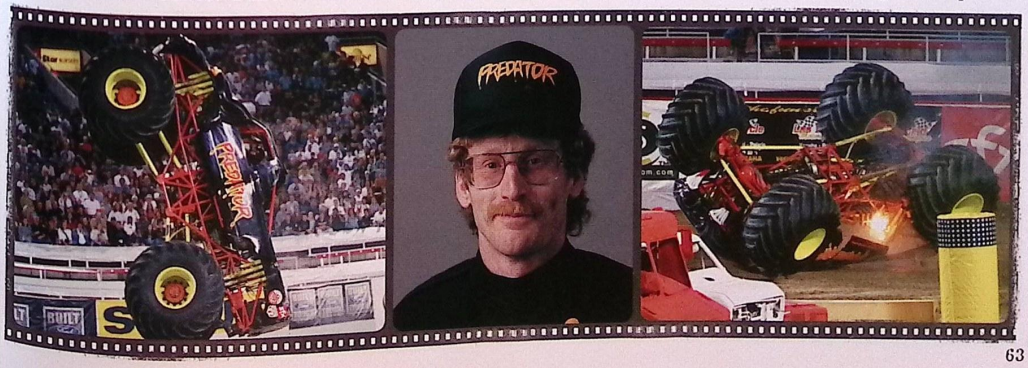


PROWLER™

Driver: Larry Jarzel - Hometown: Mayville, MI - 1998 Chevy Concept Body

PREDATOR®

Driver: Allen Pezo - Hometown: Brentwood, TN - 1998 Chevy Concept Body

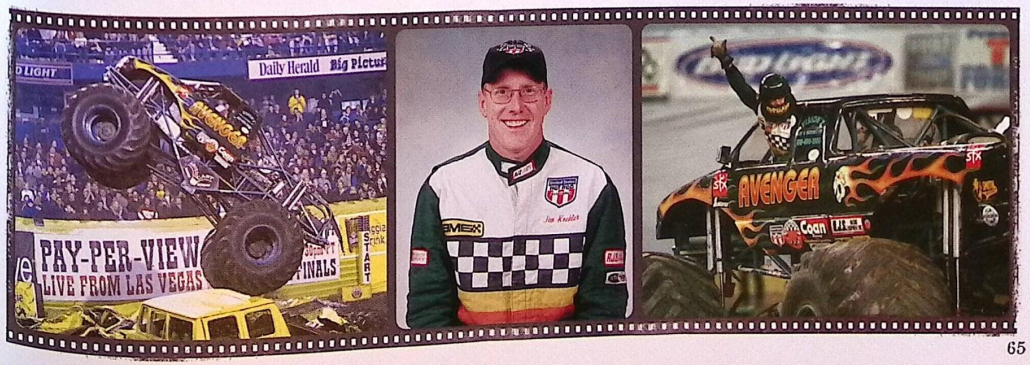


American GUARDIAN

Driver: Jack Robinson - Hometown: Shelburne, MA - 1997 CHEVY

AVENGER

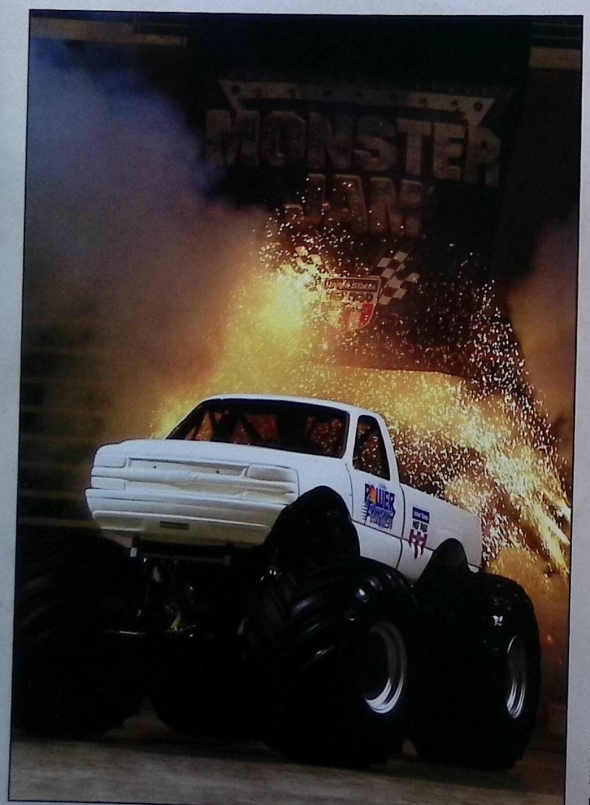
Driver: Jim Koehler - Hometown: Columbus, MI - Make: 2000 Chevy Extended Cab S-10



USHRA NEWS

ushra.com Volume 7 2002

Karl Malone Forms Monster Truck Team - POWER FORWARD!



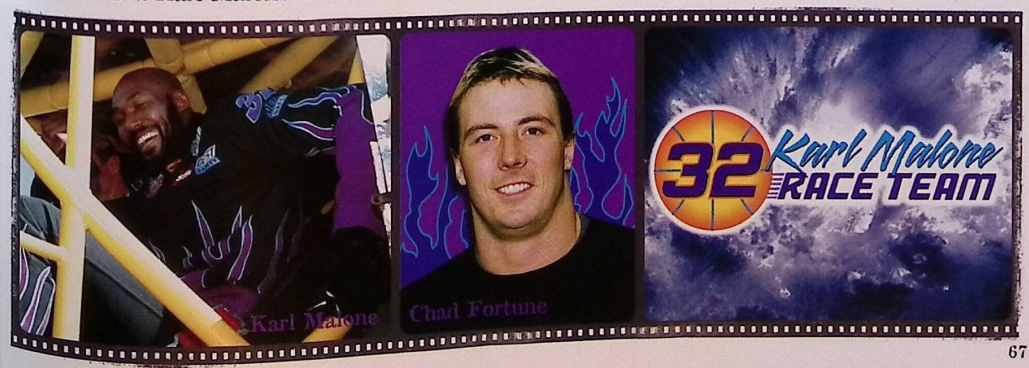
Chad Fortune, debuting a preliminary version of the Power Forward monster truck, kicks off the start of the Karl Malone Race Team with a bang at the August of 2001 press conference.

Karl Malone, the Utah Jazz power forward, recently announced that he has formed a monster truck race team with the USHRA and Clear Channel Entertainment - Motor Sports. The details of the partnership were announced at a press conference in Salt Lake City, Utah, at the Delta Center on August 29th of 2001. According to Malone, since his first priority is the Jazz, he may occasionally give hand-picked driver Chad Fortune a weekend off from the 2002 summer racing schedule and drive himself. The truck will debut at the January 2002 Houston Astrodome Monster Jam and is scheduled to appear at approximately 20 USHRA Monster Jams.

Karl's race team's philosophy is simple: "We need to concentrate on freestyle - that's what gets people excited and that's what gets them out of their seats," according to Malone. Aside from the unbridled havoc of freestyle, Karl is also a long time lover of pure racing. "I love speed. I love big machines. That's my thing. I don't think you can describe the power of these things [monster trucks]," he states. Karl met Power Forward driver, Chad Fortune at the 2001 Monster Jam World Finals Driving School in Las Vegas, Nevada, where he had his first monster truck driving experience. Malone's wife decided to take part in the school also, getting to drive the legendary Grave Digger.

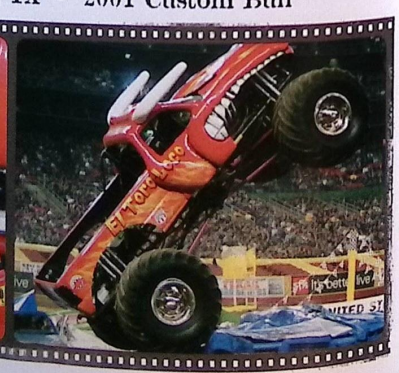
Malone's truck, Power Forward, has a 570 cubic inch engine capable of producing 1200 horsepower. The truck will utilize standard 66-inch monster truck tires. Look for this year's rookie race team, headed up by world-class athlete, Karl Malone, to make a huge impact on the 2002 USHRA Monster Jam Series!

Drivers: Karl Malone & Chad Fortune - Hometowns: Salt Lake City, UT & Atlanta, GA



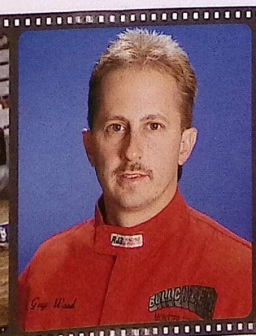
El Toro Loco

Driver: Lupe Soza - Hometown: Robstown, TX - 2001 Custom Bull



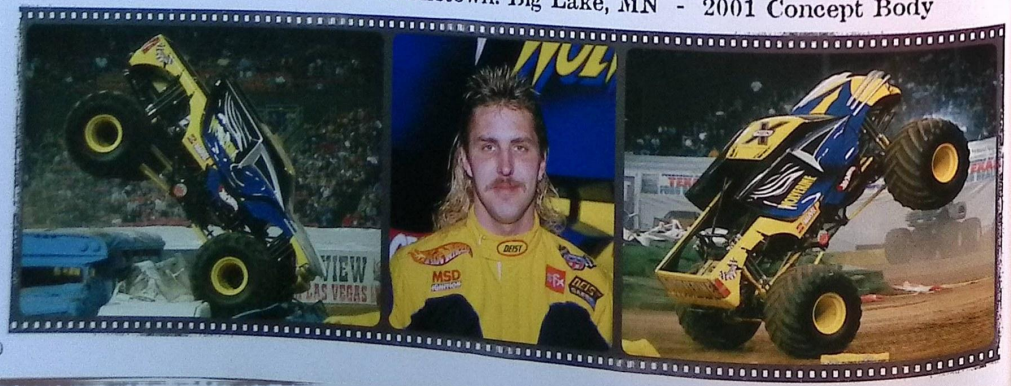
BULLDOZER™

Drivers: Guy Wood & Kevin Gronewald - Hometown: Blackwell, MO & Washington, IL - 2001 Custom Bull



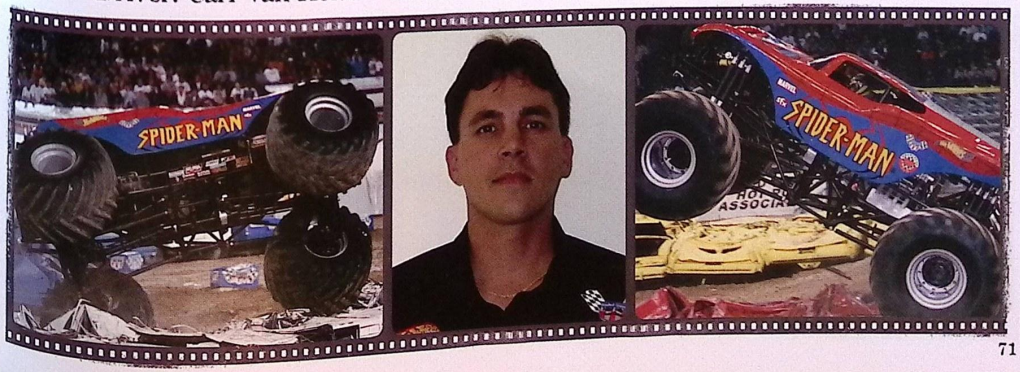
WOLVERINE®

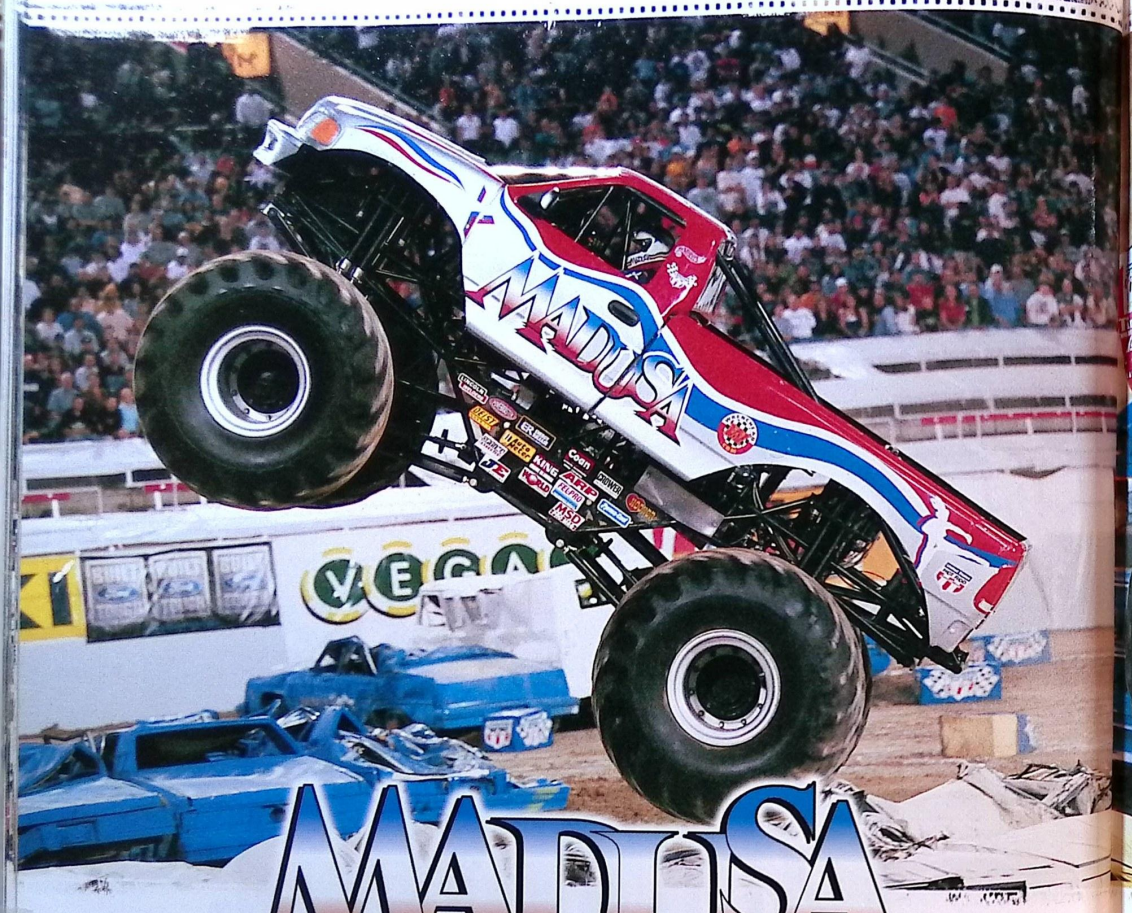
Driver: Brian Barthel - Hometown: Big Lake, MN - 2001 Concept Body



SPIDER-MAN®

Driver: Carl Van Horn - Hometown: Elizabeth City, NC - 1963 Cheetah





MADUSA

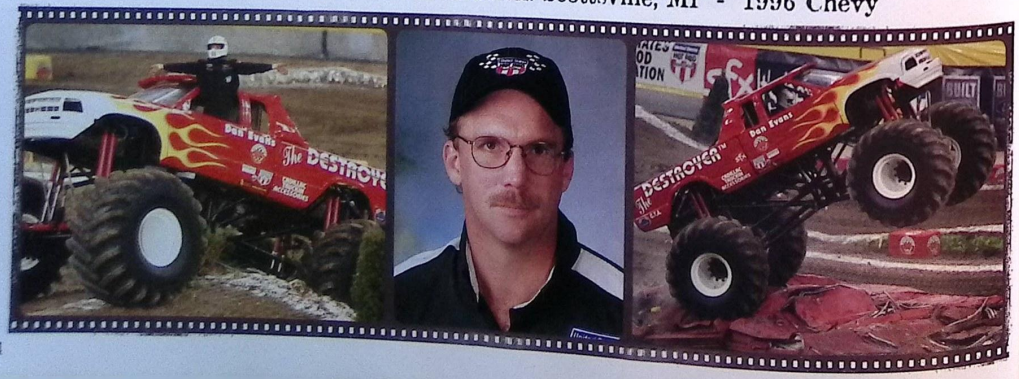
Driver: Madusa - Hometown: Rosedale, VA - 2000 Ford F-150

KING KRUNCH

Driver: David Smith - Hometown: Spring, TX - 2000 GMC

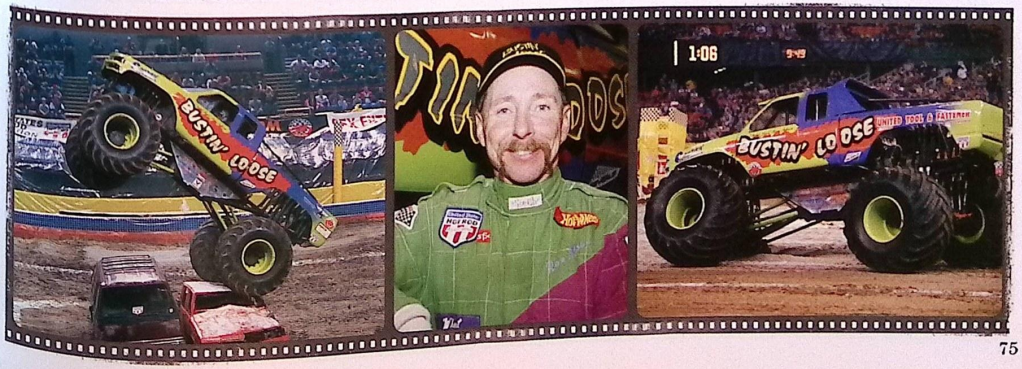
DESTROYER™

Driver: Dan Evans - Hometown: Scottsville, MI - 1996 Chevy



BUSTIN' LOOSE

Driver: Ron Nelson - Hometown: Conroe, TX - 1997 CHEVY

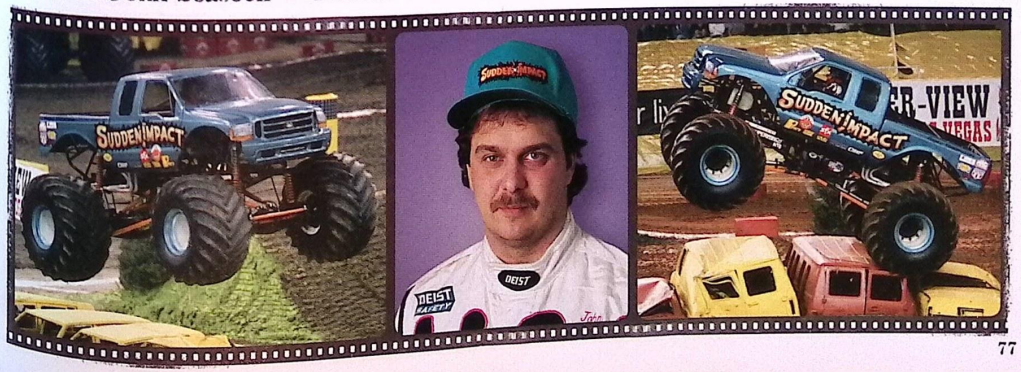


West Virginia MOUNTAINEER

Driver: Robbie Gray - Hometown: Rippon, WV - 1999 Ford

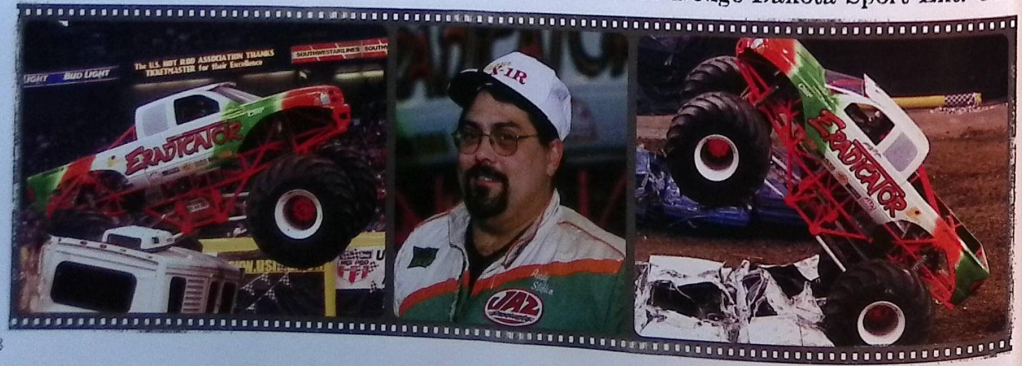
SUDDEN IMPACT

Driver: John Seasock - Hometown: Frackville, PA - 1999 Ford Super Duty Ext. Cab



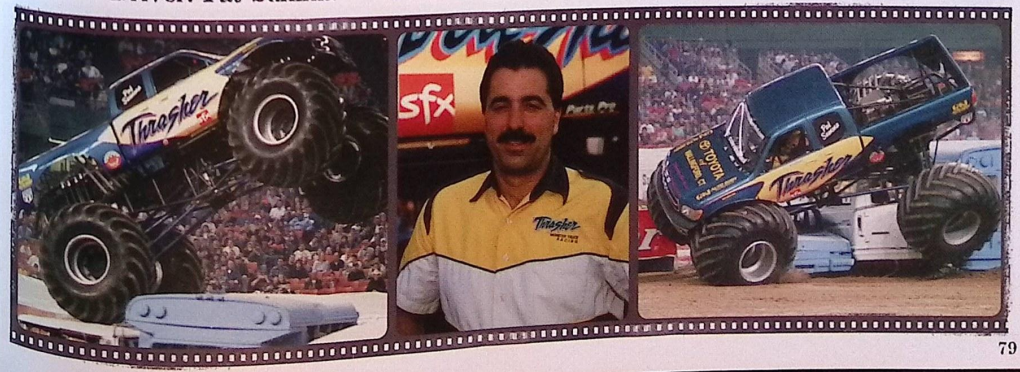
ERADICATOR

Driver: Andy Slifko - Hometown: Pottsville, PA - 1998 Dodge Dakota Sport Ext. Cab



Thrasher

Driver: Pat Summa - Hometown: Danbury, CT - 2000 Toyota Tundra



RAMBO

Driver: Mike Nitchke - Hometown: Hastings, NY - 1999 Chevy

Ragin' STEEL

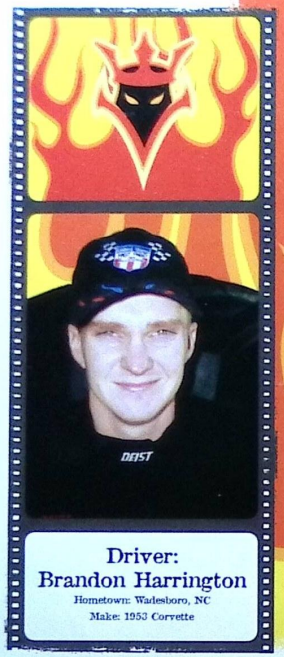
Driver: Steve Reynolds - Hometown: Paxton, IL - Make 2002 Chevy

BLACKSMITH

Drivers: Norm Miller & Ryan Huffaker - Hometown: St. Helens, OR & Tomball, TX - 1941 Willy

Black Stallion

Driver: Michael Vaters - Hometown: Hagerstown, MD - 2000 Ford F-150



Driver:
Brandon Harrington
Hometown: Walesboro, NC
Make: 1953 Corvette

VetteKing

IN PRODUCTION FOR 2002! - IN PRODUCTION FOR 2002! - IN PRODUCTION FOR 2002!

Junkyard Dog

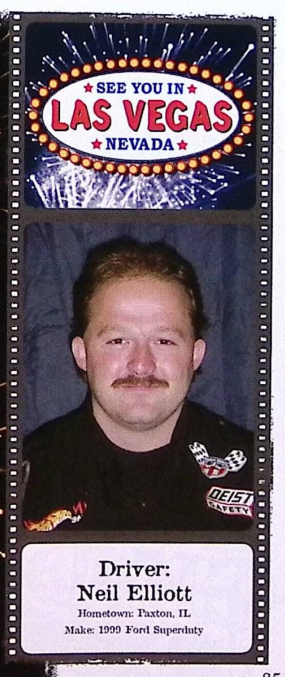
Driver:
Ronnie Cochran
Hometown: Cocoa, FL
Make: 1955 Chevy Cameo

Driver:
Kathy Winston
Hometown: North Benton, OH
Make: 1997 Chevy Van

INFERNO

IN PRODUCTION FOR 2002! - IN PRODUCTION FOR 2002! - IN PRODUCTION FOR 2002!

HIGH ROLLER

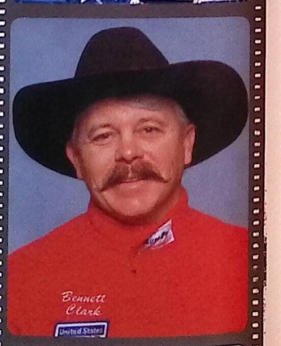


Driver:
Neil Elliott
Hometown: Paxton, IL
Make: 1999 Ford Superduty

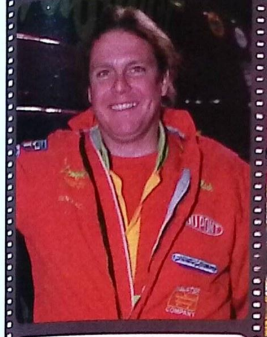
Driver:
Jeff Bainter
Hometown: Yakima, WA
Make: Chevrolet K2500

CAPTIAN AMERICA

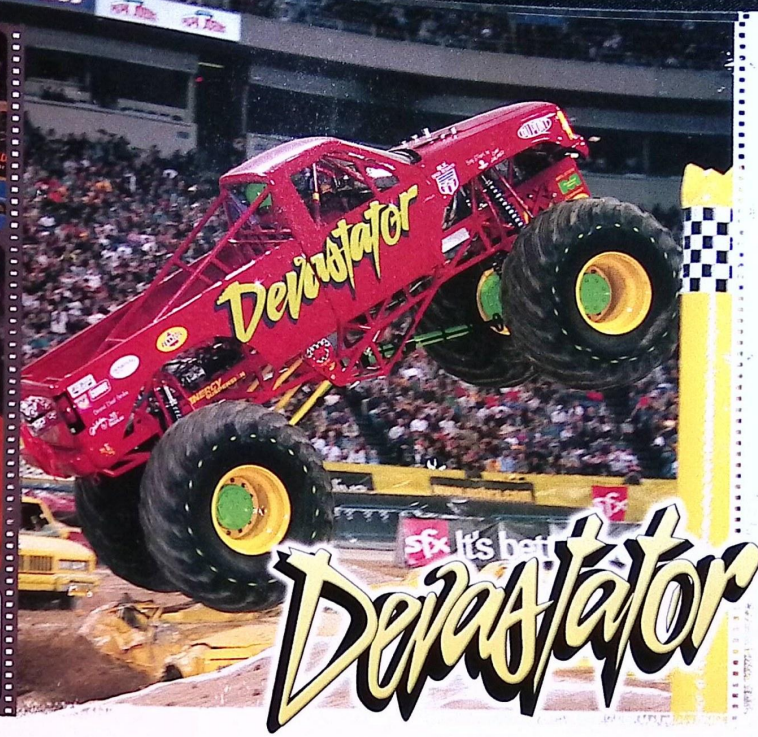
CLYDESDALE



Driver:
Bennett Clark
Hometown: Cedartown, GA
Make: 1999 Chevy



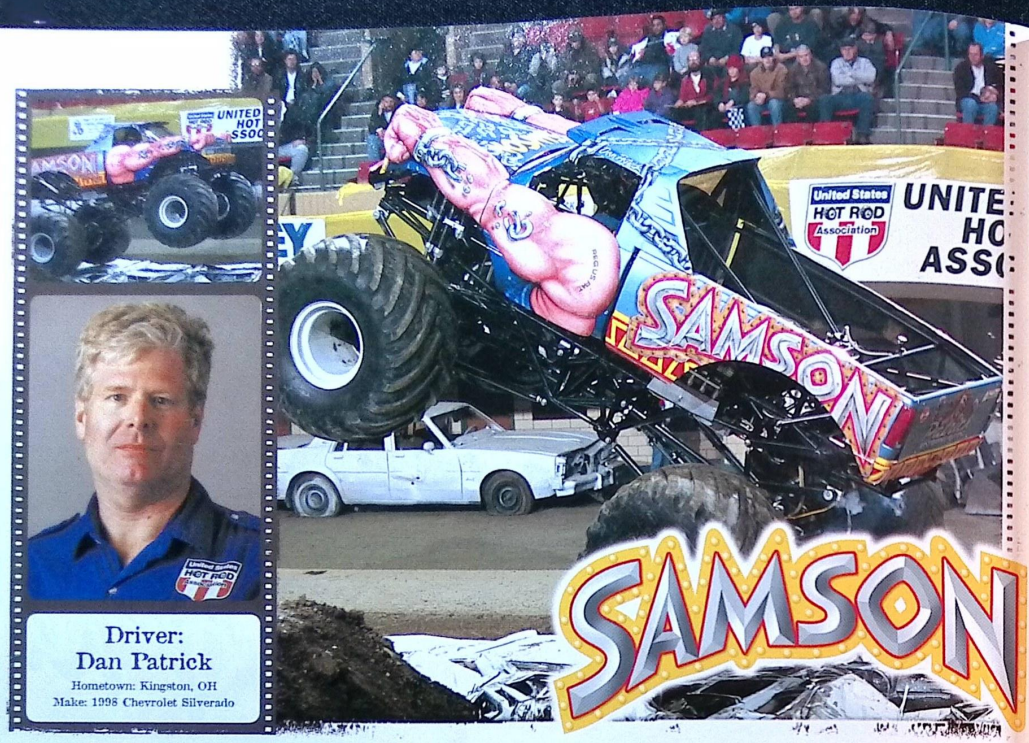
Driver:
Mark Schroeder
Hometown: Muskego, WI
Make: 1995 GMC Truck



Devastator

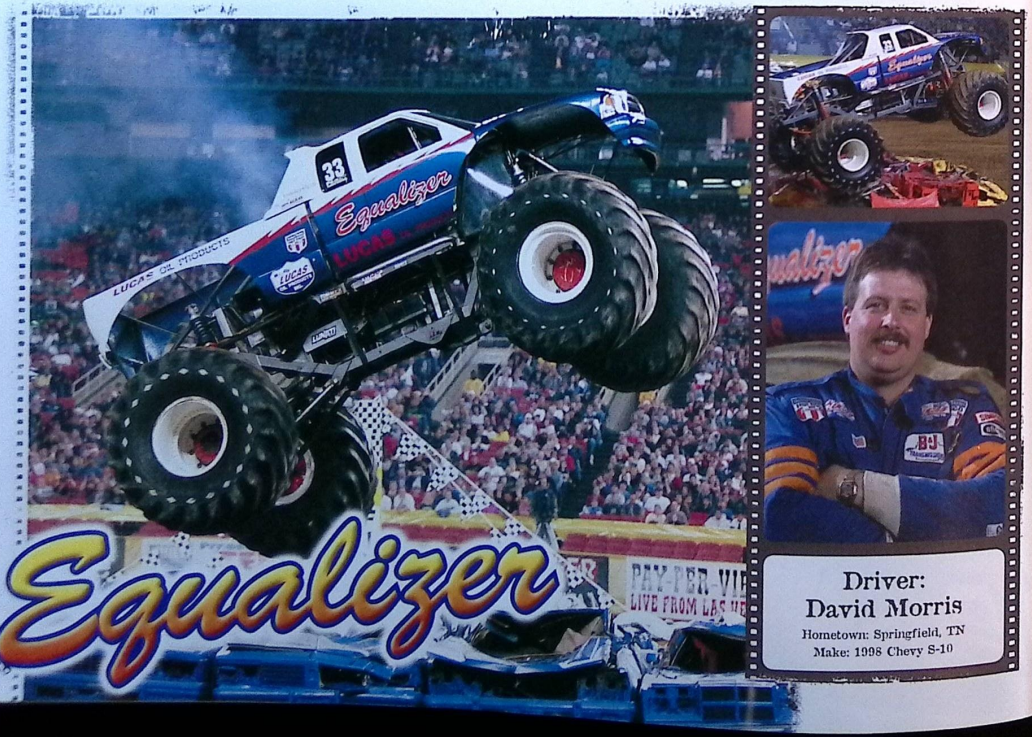
DRAGON SLAYER

Driver:
Kreg Christensen
Hometown: Layton, UT
Make: 1999 HUMMER



Driver:
Dan Patrick
Hometown: Kingston, OH
Make: 1998 Chevrolet Silverado

Driver:
Jeff Patterson
Hometown: Big Lake, MN
Make: 2000 Ford F-150



Driver:
David Morris
Hometown: Springfield, TN
Make: 1998 Chevy S-10

Drivers:
Rick Swanson,
Kasey Christensen
Hometown: Torrance, CA
Make: 2001 Ford F-350 Super Duty

Driver:
Linsey Weenk
Hometown: Devil's Coulee, Alberta, Canada
Make: 1998 Ford Custom Triceratops Body

Driver:
Jeremy Ward, Sr.
Hometown: Evansville, IN
Make: 1968 Ford Mustang Fast Back

Driver:
Don Frankish
Hometown: Lethbridge, Alberta, Canada
Make: 1996 Ford F-150

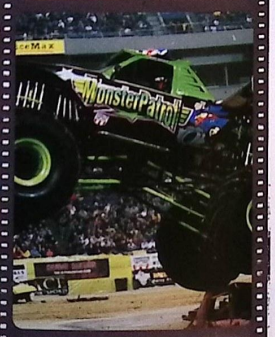
Driver:
Diehl Wilson
Hometown: Winchester, VA
Make: 1999 Ford

Owner:
Paul Shafer Motorsports
Hometown: Westville, IN
Make: 2000 Chevy

CAROLINA CRUSHER

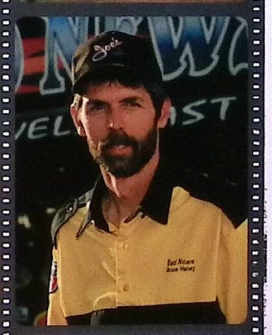
Owner:
Paul Shafer Motorsports
Hometown: Westville, IN
Make: 2000 Dodge

Bear Foot



Owner:
Paul Shafer Motorsports
Hometown: Westville, IN
Make: 2000 Chevy

MonsterPatrol



Driver:
Bruce Haney
Hometown: Clearwater, FL
Make: 2000 Chevy

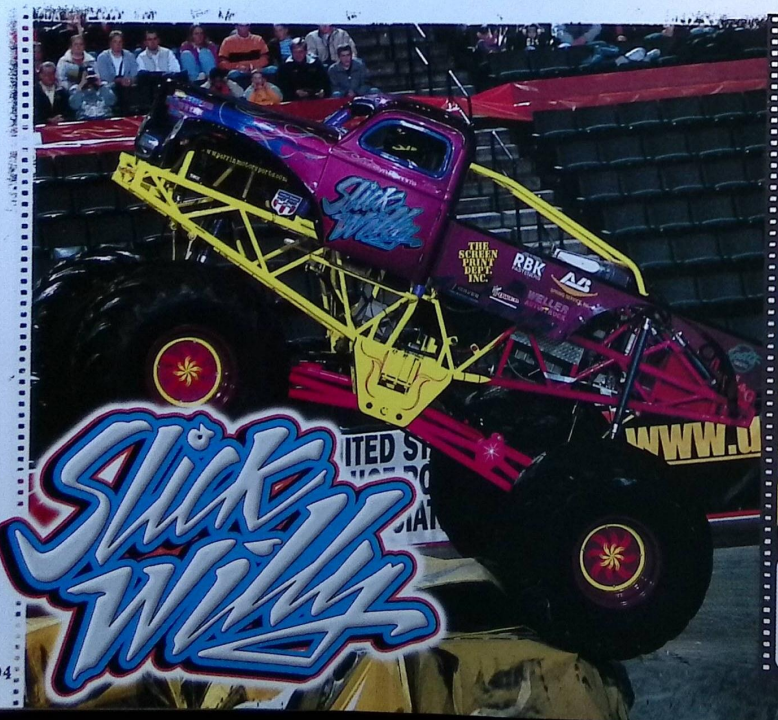
BAD NEWS TRAVELS FAST

Driver:
Gary Bauer
Hometown: Vienna, OH
Make: 1999 Ford F-350

Screamin' Demon

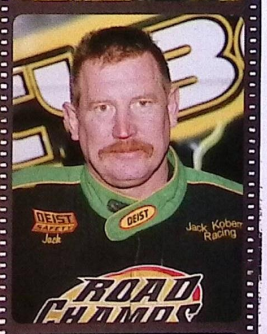
Driver:
Sterling Littlejohn
Hometown: Albuquerque, NM
Make: 2001 Ford F-150

TUFF E' NUFF



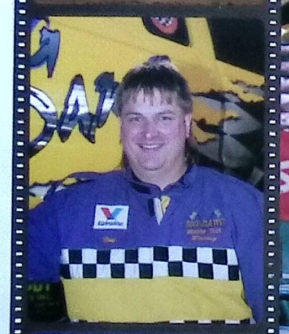
Driver:
Joslyn Perrin
Hometown: Coopersville, MI
Make: 1941 Willy's

Slick Willy



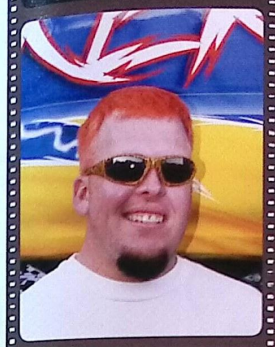
Driver:
Jack Koberna
Hometown: Tulia, TX
Make: 2001 Ford F-150

CYBORG



Driver:
Doug Noelke
Hometown: Union, MO
Make: 2002 Ford F-350 Super Duty

BIG DAWG

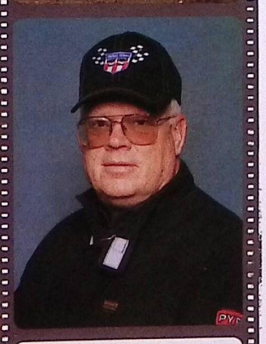


Driver:
Pat Gerber
Hometown: Bakersfield, CA
Make: 2000 Chevy S-10

SHOCKER

Driver:
Jason Witte
Hometown: Washington, MO
Make: 2002 Chevy Silverado

WILD HAIR 2

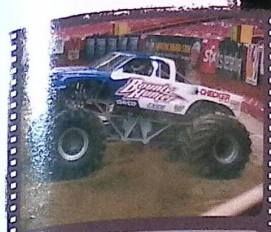


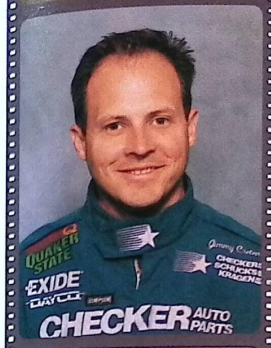
Driver:
Glenn Bowlin
Hometown: Fort Myers, FL
Make: 1999 Ford Ranger

IRON WARRIOR

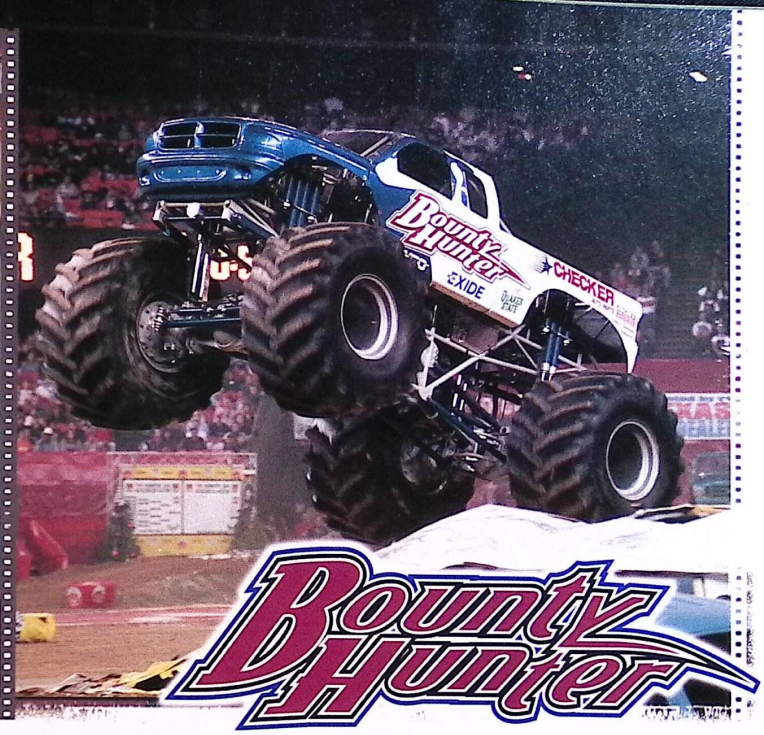
Driver:
Rick Disharoon
Hometown: Del Mar, MD
Make: 2000 Dodge

BACKDRAFT





Driver:
Jim Creten
Hometown: Tonganoxie, KS
Make: 1999 Dodge Dakota



Bounty Hunter

Pure ADRENALIN

Driver:
Randy Brown
Hometown: Camden, NC
Make: 2000 Ford Super Duty

Scarlet Bandit

Driver:
Dawn Creten
Hometown: Tonganoxie, KS
Make: 1997 Chevy S-10

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My Week with a Monster Truck Driver

USHRA.COM Writer Andrew Palachko chronicles his time with Sudden Impact team owner John Seasock

Wonder what it would be like to spend a weekend on the road with a Monster Truck driver? Last February, resident ushra.com writer Andrew Palachko got to take a look behind the scenes of the United States Hot Rod Association (USHRA) Monster Jam as a "fly on the wall" of Sudden Impact's race team in Philadelphia, PA. Philadelphia's a pretty special show for John Seasock. It's the closest show to his hometown and has five shows in three days. Even before the racing starts, a monster truck driver has to earn a living.

Tuesday

At about 11:15am, John & I had Sudden Impact all packed up in the hauler and ready to roll. A quick toot on the air horn responded to the

waves and thumbs up from neighbors and friends outside the local grocery store wishing John well. Well on the way to Philadelphia, John got a call on the CB Radio from a truck driver who recognized Sudden Impact from a show last year in Maine.

As we traveled down the highway toward the First Union Spectrum, a state trooper at a weigh station asked to see John's logbook documentation of where and how long he had traveled.

About 1:00pm, John pulled into the First Union Spectrum for a display. "For a display, there are a lot of things that you need to do to get the truck set up. First you need to go into the venue and find out where they want the display and where you can park the semi so that it's out of the way. Once you get all that figured out, it takes about an hour to set up the truck.

You take the truck out of the trailer, tire-up, place caution tape all around the truck, clean up the truck, and clean up yourself," comments Seasock.

After John got the truck all ready for the display at the First Union Spectrum for the Philadelphia Flyers game that evening, he went to lie down and rest.

From 4pm until 6pm, John met Flyer's fans outside by the truck in the cold and signed autographs until the game started. Around 11:00pm and after all the fans had left, John started breaking down the truck from the display. A light snow had begun to fall and a cold breeze swept through the parking lot, making it feel even colder. With a wet snow covering the lot, John loaded up the truck, locked the trailer doors and went to bed in the living quarters inside his trailer.

Left: **John Seasock is knee-deep in electrical work inside of Sudden Impact.**
Above: **John and his wife Hollie enjoy a brief moment together before a show.**

Wednesday

John woke up at 5:42am this morning. He called a local radio station and talked to one of the disc jockeys for about thirty minutes about monster trucks and the upcoming event at the Spectrum. About 7:15am, John left the Spectrum parking lot and headed off to another display at a suburban elementary school for a D.A.R.E program. In order to get out the Philadelphia suburbs, John sat through rush-hour traffic and had to detour around several low-clearance roads. John had the truck set up and on display until mid-afternoon.

Thursday

John was up and ready to go at 6:00am when he called the local country radio station for a live, on-air interview. At 6:45am, John started changing tires (from the traveling tires to the 66 inch monster truck tires) for a media car crush in the parking lot of the First Union Spectrum. Even though the crush didn't work out as he planned (the truck got stuck on top of the crush cars), he still spent about two hours taking questions from

"No matter what the situation, you always need to be on top of your game. Even if you drove all night and slept in the freezing cold, you can't let it affect you." - John Seasock

press and giving the TV news people rides in the truck. "No matter what the situation, you always need to be on top of your game. Even if you drove all night and slept in the freezing cold, you can't let it affect you. You have to be polite and courteous. You have to put your best foot forward. You don't get anywhere in this business if you don't put your heart and soul into what you do."

Around 11:00am, John did a brief inspection of the truck. The cold temperatures can break some of the more brittle parts of the truck. With an outside pit area, it's critical to keep your eyes on the truck. "In the cold, metal gets brittle. You have to watch for stress cracks and broken bolts. You're constantly looking and trying to find ways to keep the truck (and yourself) warm. The oil in the truck gets as thick as molasses, which creates a lot of strain on the engine. So I have block turbo heaters to blow hot air under the truck," says Seasock.

Friday

John was up and ready to go at 7:10am (he slept in). He defeated "Beat It Pete", a local media celebrity, in changing the tires on his monster truck faster than Pete could change the tires on a regular car. Around 10:00 am, John signed in at the USHRA event registration. About 10:30am, John's wife Hollie arrived at the First Union Spectrum with coffee and donuts. Because Philadelphia is so close for John, his family and friends could watch him compete.

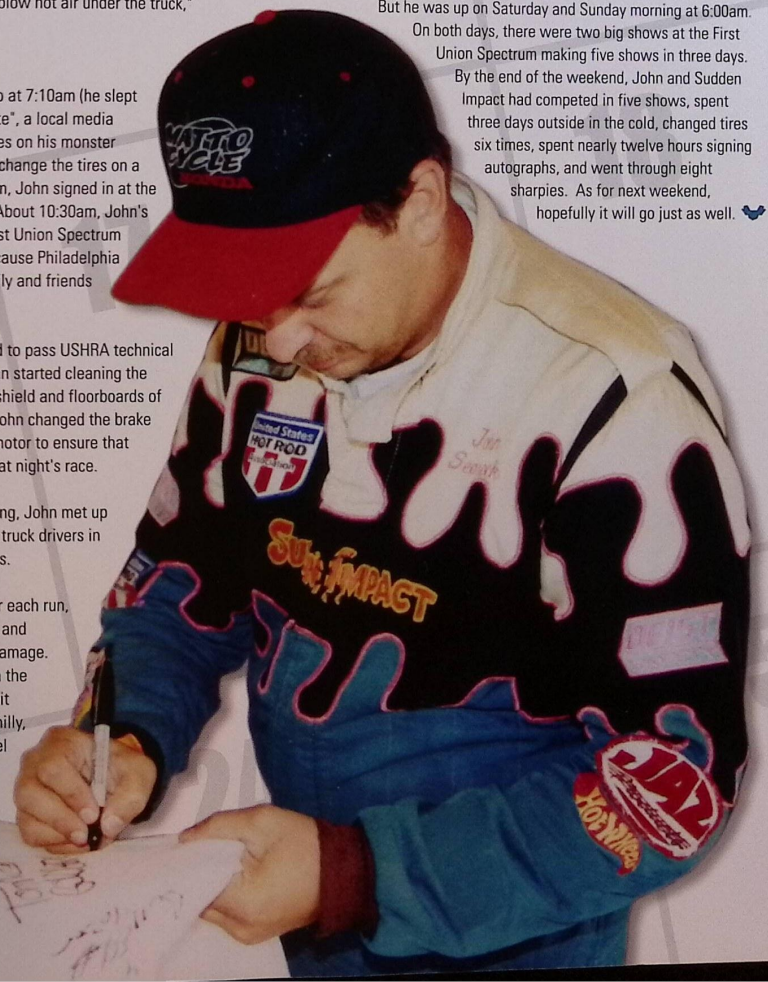
At 11:08, Sudden Impact had to pass USHRA technical inspection. At 11:15am, John started cleaning the fiberglass body, Lexan windshield and floorboards of the truck. Around 3:00pm, John changed the brake pads and checked over the motor to ensure that everything looked fine for that night's race.

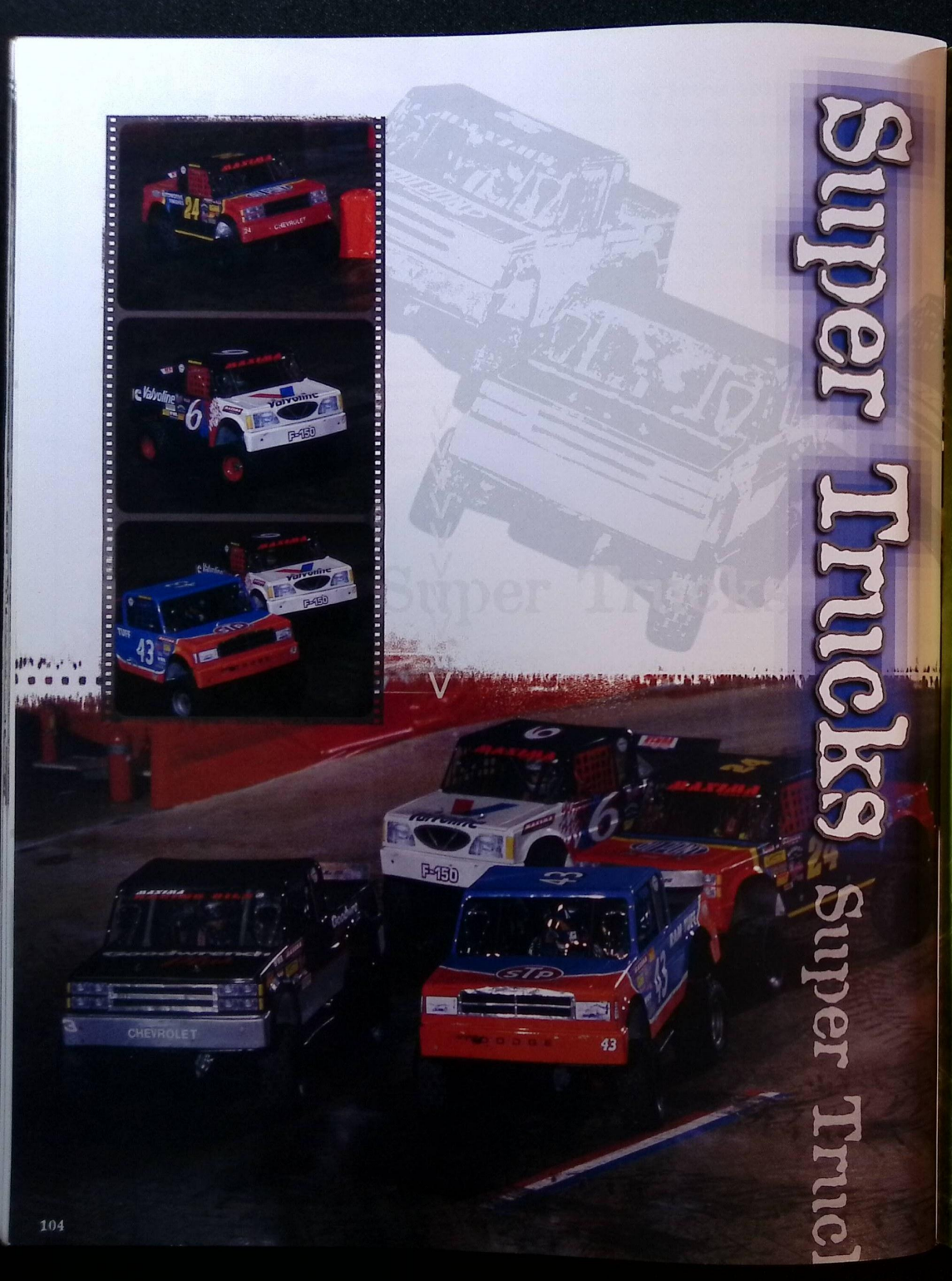
At almost 7:00pm that evening, John met up with the rest of the monster truck drivers in the tunnel to sign autographs.

8:00pm SHOWTIME! After each run, John checked over the truck and thoroughly inspected it for damage. "The cold is really murder on the trucks and you. When you pit outside in the cold, like in Philly, even getting down the tunnel onto the track can be hard because your windshield can fog up. I installed defrosters, but not all the trucks have them. In Philly, you have to go down the tunnel and take a little jog to get into the racing lane. Philly is a very small building, and it's a hockey rink, so the track is built right over the ice. The cold really wears you out, too. Usually you don't have room under your fire-suit for a lot of extra clothes, so that's all you have to protect you from the cold."

After the show, John met up with the other drivers again and went back up to the concourse to sign autographs. At about midnight John and some of the other drivers, friends, and family went out to get something to eat. Besides his 10:30am donuts, the midnight meal was his only meal of the day.

John stayed in a hotel the rest of the weekend with his wife Hollie. But he was up on Saturday and Sunday morning at 6:00am. On both days, there were two big shows at the First Union Spectrum making five shows in three days. By the end of the weekend, John and Sudden Impact had competed in five shows, spent three days outside in the cold, changed tires six times, spent nearly twelve hours signing autographs, and went through eight sharpies. As for next weekend, hopefully it will go just as well.





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Meet Jennifer Schneider, the USHRA's high-flyin' human cannonball!

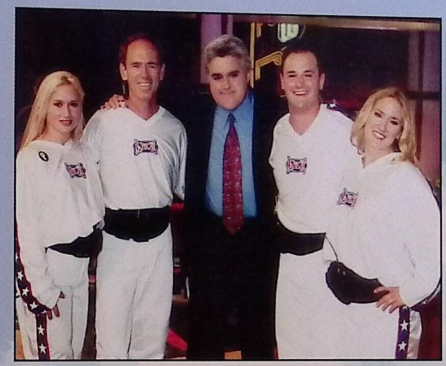
Jennifer surveys her flight path before takeoff.

It's a bird, it's a plane, it's the...

CANNON LADY

The tradition has been handed down from generation to generation. They have thrilled audiences around the world and have been featured on television shows like The Tonight Show with Jay Leno, Guinness Book of World Records and dozens of others.

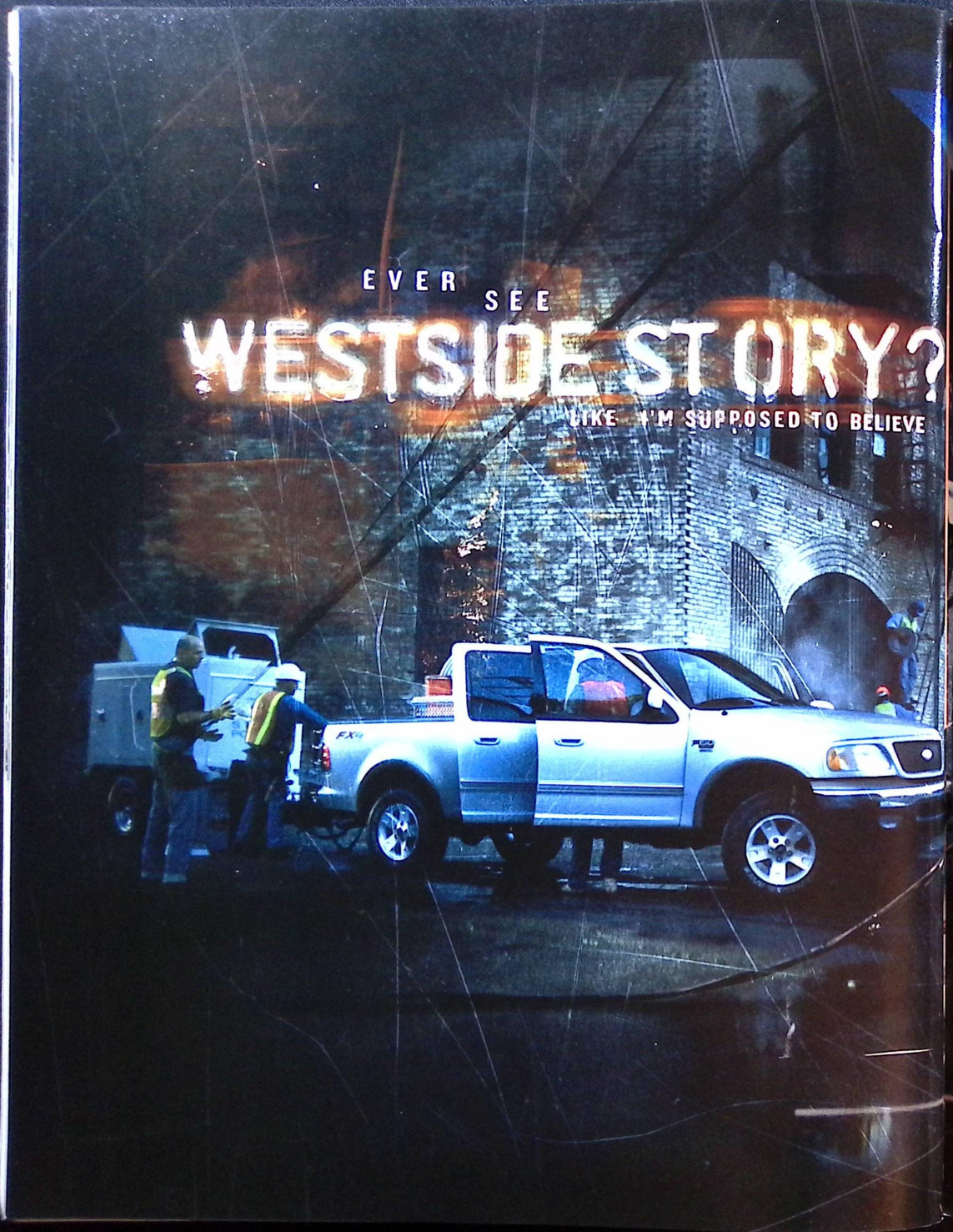
The human cannon act began in the early 1800's as a feature in circus acts everywhere. Jennifer "The Cannon Lady" Schneider, the second youngest of eight siblings, began her high-flying career at the age of 13, following in her family's heritage. Her father, David "Cannonball" Smith, Sr., built his first cannon more than 20 years ago and currently holds the world's cannon flight record at over 225 feet. Brother, David "The Bullet" Smith, Jr., is a former record holder, having only been topped by his dad on a nationally televised event.

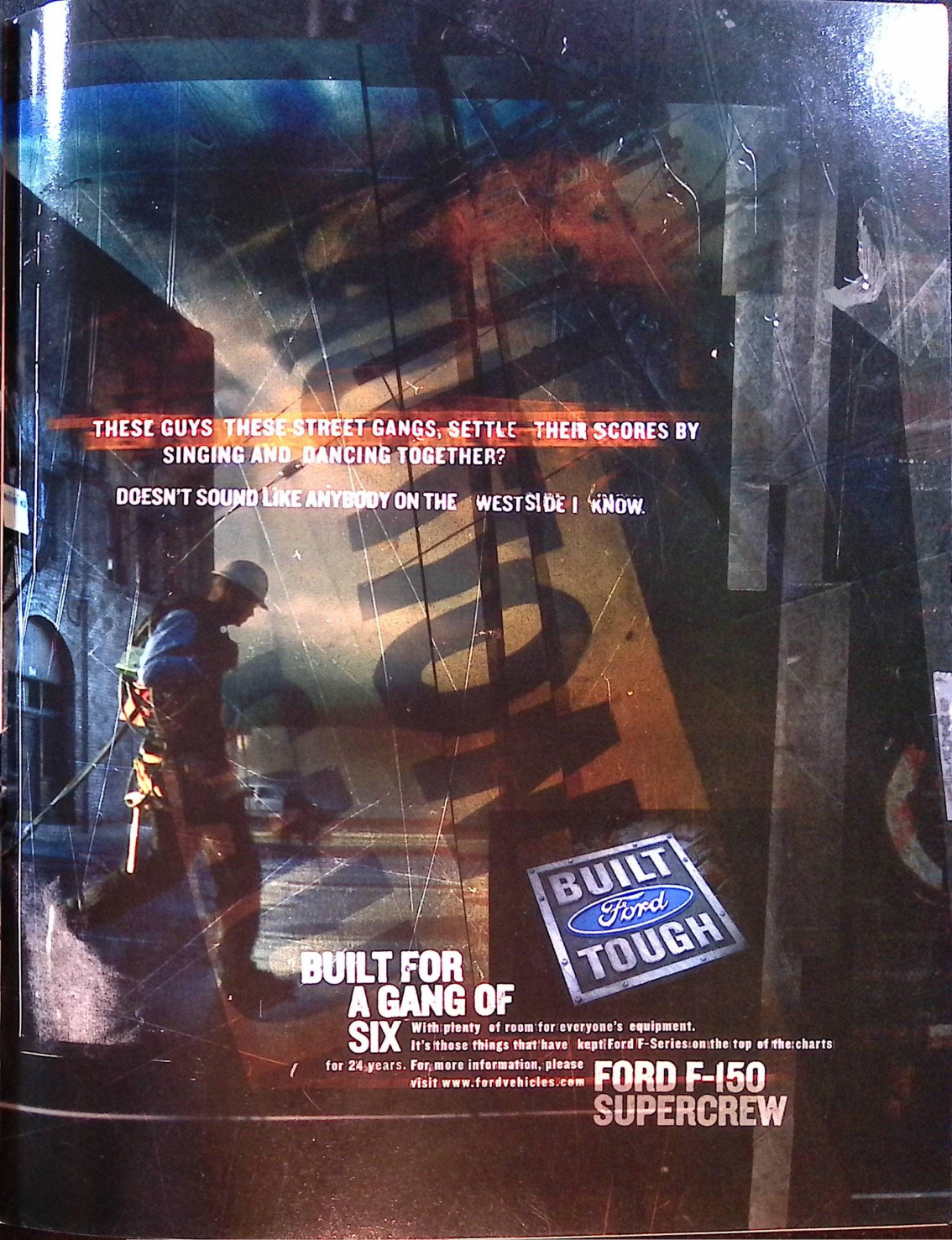


It's a family affair: Stephanie, David Sr., David Jr. and Jennifer Schneider flank Tonight Show host Jay Leno.

Their entire family was brought together for a reunion in the summer of 2000 on national television as guests on The Tonight Show with Jay Leno. After taking a year off in 1998 to bring her daughter into the world, Jen is now touring with Clear Channel Entertainment in the USHRA Monster Jam and Thunder National tours. Many times she'll share the billing with her husband, daredevil stuntman "Radical Rob". They call Missouri home and operate a motocross park during the summer months.

Her gravity-defying stunt of being shot from a cannon into a catch net, sometimes up to 150 feet away, continues to thrill audiences worldwide. Growing up in the entertainment industry and beginning her own career as the cannon lady, Jennifer has had the opportunity to travel across the United States, Canada, Sweden, Finland, Germany, Denmark, Japan, and Mexico to thrill fans across the world. The summer of 2001 was spent in Sweden with daily performances at a theme park. Plans are to revisit Sweden in 2002 with her husband Rob's high-flying motorcycle stunts. Jennifer hopes to go to Alaska someday. Traveling across the world is one of Jennifer's biggest career achievements. She's proud to say "Raising my daughter and keeping my family together while being able to perform for my fans across the world has been my biggest accomplishment."


EVER SEE
WESTSIDE STORY?
LIKE I'M SUPPOSED TO BELIEVE


THESE GUYS THESE STREET GANGS, SETTLE THEIR SCORES BY SINGING AND DANCING TOGETHER?
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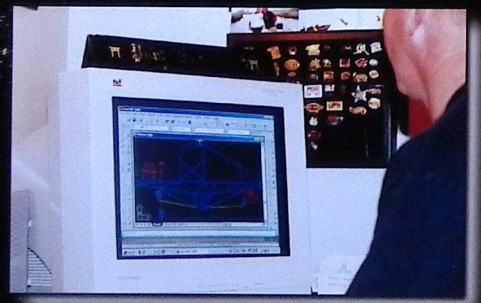
THE MAKING OF A MONSTER

BY TINA HUFFAKER

Paul "Pablo" Huffaker, a Grave Digger driver for nine years, is a chassis designer and fabricator. He was assigned the task of building the two newest Grave Diggers, numbers 15 and 16. The assembly crew includes Pablo's son Ryan, wife Tina, and friends David Smith and Kevin Ford.

The first thing that needs to be determined in the design process is what's expected from the truck. To be competitive in racing, you need a longer wheel base (about 152"), but a short wheel base (135") insures some great freestyles, including power-wheelies. In order to stay within the limits of racing, while maintaining the Digger reputation for amazing freestyles, he chooses a base of 145" for the new trucks. Using Computer Aided Design (CAD) software (shown below), Pablo designs a chassis. Focusing on the center of gravity, engine placement and shock angles, he precisely determines how much material is needed to complete construction using 3/4" to 2" DOM (drawn over mandrel) tubing.



Using a custom "Jig" fixture, Pablo starts to layout the top main rail of the chassis and the driver's platform where the seat will go. From there, he adds the most critical pieces of the lower chassis structure, the "cradle" of the truck. The cradle design ties everything together and determines the stability of the truck. The pieces are cut and notched giving added length to allow for the compound bends of the chassis tubing. The bends in the tubing are made by a tubing bender, which has a digital readout for precise measurements. Once these pieces are in place, supports are added to give the chassis integrity.

The upper structure of the chassis is designed based on the body style it will be sporting, in this case a Grave Digger panel body. This is where the shock towers and roll cage placement fits in.

The driver's area is outfitted with adjustable throttle and brake peddles that move forward and backward. The seat adjusts along with a steering column that tilts and telescopes for driver's comfort.

As the main parts of the chassis are fitted and welded together, other elements of the truck are prepared and included in the assembly:

- Axle housings are custom built to accommodate the planetary ends, taking many hours of machining and fabrication. They are integrated with four-link brackets (that keep the four wheels aligned), axle trusses, adapter flanges, tabs for limit straps, sway bars, push rods and tie downs.
- The four-link bars are constructed of chromoly tubing with custom heim joints to allow for easy adjustment.
- Tie-rods are made of 2 1/2" diameter D.O.M tubing. These ties rods tie both the left and right wheel together to enable the truck to turn.
- Driveline length is determined by transfer case placement as well as the wheelbase of the truck. The driveshafts are contained inside safety loops in case of failure.

Once all of the above listed components are in place, the suspension is cycled by raising the lift that the jig is connected to. This tests and confirms that everything is in place including the gas shocks with the proper wheel travel. Everything is then disassembled and powder coated. The powder coating process is stronger than paint and easier to maintain.

The last step is to assemble all pieces together:

- The four-link bars are put in place on the chassis.
- The shocks are mounted from the chassis to the axle housings.
- The transfer case, engine and transmission are all installed.
- The driveline and loops are installed.
- Other accessories are installed including: Pumps, valves, fuel cell, batteries, hoses etc.
- All electrical is wired including dash gauges.
- The floor and all Lexan is put in place inside the driver's area.
- The seat is mounted, the shifter, steering wheel, rear steer control, fire systems, Remote Ignition Interrupter, throttle and brake pedal and roll bar padding are all installed.

Mount the body, wire in the infamous red headlights and another Grave Digger truck is brought to life.

USHRA NEWS

ushra.com Volume 8 2002

Alyssa H. Wins Drawing Contest with Flower Power!

Congratulations to Alyssa H. of Little Falls, NY, whose drawing was selected from thousands of entries as the winner of the "Design a Monster Truck contest." Alyssa will be claiming her prize when she and three of her friends and family members attend the Syracuse Fairgrounds Monster Jam event this summer. Alyssa also received a Monster Jam tee shirt for her winning entry.

If you think you have what it takes to be a monster truck artist, send your drawings to:

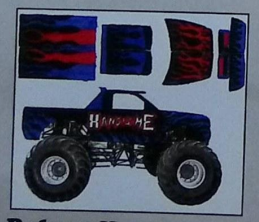
Clear Channel Entertainment - Motor Sports
Attn: Monster Artist
495 North Commons Dr. Suite 200
Aurora IL 60504

Once submitted, such works as drawings and/or photos become the property of CCE-MS for all purposes, there is no guarantee that any such works or photos will be used by CCE-MS for any particular purpose. With the submission of the drawings or photos, individuals grant CCE-MS the right to publish such photos without any compensation due to such individuals.

Grand Prize Winner!

Alyssa H. age 10 Little Falls, New York

Tony C. age 18
E. Syracuse, New York



Robert K. age 13
Inez, Texas

Joe D. age 34
Maryville, Tennessee

Andrew G. age 7
Toronto, Ontario

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